The Hong Kong Daily Press.

No. 8772 號二十七百七千八第 日一初月正年二十緒光 HONGKONG, THURSDAY, FEBRUARY 4TH, 1886. 四拜禮 號四月二英港香 [PRICE $2¼ PER MONTH

SHIPPING.

ARRIVALS.

February 3, LEE-SANG, British steamer, 1,091, W. E. Sawer, Whampoa 3rd February, General.—JARDINE, MATHESON & Co.

February 3, MADRAS, British steamer, 1,096, H. Plongo, Whampoa 3rd February, Ballast.—ORDER.

February 3, KOW-SHING, British steamer, 1,304, Balbernie, Shanghai 31st January, General.—JARDINE, MATHESON & Co.

February 3, NAMOA, British steamer, 862, Geo. Westoby, Swatow 2nd February, General.—DOUGLAS LAPRAIK & Co.

February 3, NINGPO, British steamer, 761, W. Potts, Whampoa 3rd February, General.—SIEMSSEN & Co.

February 3, STRATHAIRLY, British str., 1,236, D. Boughton, Kuchinotzu 28th January, Coals.—M. B. KAISHA.

February 3, DUBURG, German steamer, 921, Schultz, Saigon 28th January, Rice.—MELCHERS & Co.

February 3, AMOY, British steamer, 814, Kohler, Shanghai 31st January, General.—SIEMSSEN & Co.

February 3, GLAUCUS, British steamer, 1,381, T. W. Hannah, Shanghai 31st January, General.—BUTTERFIELD & SWIRE.

February 3, KWANG-LEE, Chinese str., 1,508, Andrew, Shanghai 30th January, and Swatow 2nd February, General.—C. M. S. N. Co.

February 3, NUMIDA, British steamer, 1,648, L. O. Moon, Haiphong 30th January, General.—WIELER & Co.

February 3, THALES, British steamer, 820, Pocock, Taiwanfoo 29th January, Amoy 1st February, and Swatow 2nd, General.—DOUGLAS LAPRAIK & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

3RD FEBRUARY.

Benarty, British str., for Yokohama.
Loire Inferieure, French str., for Haiphong.
Iphigenia, German str., for Haiphong.
Ningpo, British str., for Shanghai.
Madras, British str., for Saigon.
Glaucus, British str., for Singapore.
Grandee, Amr. ship, for San Francisco.
Fidelio, German str., for Saigon.
Glenfruin, British str., for Singapore.
Lennox, British str., for Saigon.
Leesang, British str., for Shanghai.

DEPARTURES.

February 3, ALBANY, British str., for Saigon.
February 3, PICCIOLA, German steamer, for Saigon.
February 3, MARK LANE, British steamer, for Shanghai.
February 3, STANMORE, British str., for Saigon.
February 3, NINGPO, British str., for Shanghai.
February 3, GLAUCUS, British str., for Singapore.
February 3, LEESANG, British str., for Shanghai.
February 3, MIDGE, British g-bt., for Canton.
February 3, AMOY, British str., for Whampoa.

PASSENGERS.

ARRIVED.

Per *Kow-shing*, str., from Shanghai.—Mr. Scott, and 30 Chinese.

Per *Namoa*, str., from Swatow.—Messrs. Bois, Alford, and MacLaffie, and 3 Chinese.

Per *Amoy*, str., from Shanghai.—Mr. McCaslin, and 6 Chinese.

Per *Glaucus*, str., from Shanghai.—Messrs. Hood and Broom, and 12 Chinese.

Per *Kwang-lee*, str., from Shanghai, &c.—Messrs. Wiese and White, Masters White (2), and 35 Chinese.

Per *Numida*, str., from Haiphong.—Mrs. Oberg and child, Mrs. L. Clark, Messrs. Anderson and D. Muturin.

Per *Thales*, str., from Taiwanfoo, &c.—Lieuts. Roper, Fyne, R.N., and Plumbe, R.M.L.I., and Surgeon Scanlan.

DEPARTED.

Per *Borneo*, str., for Timor (Dilly).—Capt. Raphael das Dores, Lieut. Jose Maria Esteves, Ensign Leonardo Gozano, Mr. Francisco Maria de Sales, and a soldier (Pedro Tuna).

REPORTS.

The British steamer *Numida* reports left Haiphong on the 30th ult., and had strong N.E. wind and head sea.

The British steamer *Glaucus* reports left Shanghai on the 31st ult., and had strong N.E. monsoon throughout.

The British steamer *Amoy* reports left Shanghai on the 31st ult., and had fresh N.E. monsoon with light rain, nearing Hongkong thick, hazy weather.

The Chinese steamer *Kwang-lee* reports left Shanghai on the 30th ult., and Swatow on the 2nd inst. Had strong monsoon throughout, and cloudy weather.

The British steamer *Namoa* reports left Swatow on the 2nd inst., and experienced fresh N.E. winds and cloudy weather to port. At Swatow strs. *Pechili* and *Swatow*.

The British steamer *Strathairly* reports left Kuchinotzu on the 28th ult., and had a terrific gale which lasted for 65 hours; remainder of the passage strong N. and N.E. winds and cloudy weather.

The British steamer *Kowshing* reports left Shanghai on the 31st ult., and experienced strong Northerly wind. Spoke the *Store Nordiske* two miles N.E. of Tungying steering about S.W., wishes to be reported all well.

The German steamer *Duburg* reports left Saigon on the 28th ult., and experienced strong N.E. monsoon; from lat. 14 N. to port beginning fair weather. At Saigon British strs. *Japanese* and *Forntower*, German str. *Drachenfels*, and barque *Andrews*.

The British steamer *Thales* reports left Taiwanfoo on the 29th ult., had heavy N.N.E. gale with very high sea. Left Amoy on the 1st inst., had fresh N.E. wind and cloudy weather. Left Swatow on the 2nd, had fresh N.E. wind and overcast to port.

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH "MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 20th October, 1885.

WEEK DAYS. Leaves Kowloon	WEEK DAYS. Leaves Hongkong	SUNDAYS. Leaves Kowloon	SUNDAYS. Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 ,,	8.30 ,,	7.30 ,,	8.00 ,,
8.50 ,,	9.00 ,,	9.00 ,,	10.15 ,,
9.40 ,,	*10.15 ,,	10.30 ,,	12.00 NOON.
*10.45 ,,	12.30 P.M.	12.30 P.M.	1.00 P.M.
12.45 P.M.	1.00 ,,	1.30 ,,	2.00 ,,
1.30 ,,	2.00 ,,	2.30 ,,	3.00 ,,
2.20 ,,	3.00 ,,	3.30 ,,	4.00 ,,
3.30 ,,	4.00 ,,	4.15 ,,	4.30 ,,
4.15 ,,	4.30 ,,	4.50 ,,	5.10 ,,
4.50 ,,	5.10 ,,	5.25 ,,	5.45 ,,
5.25 ,,	5.40 ,,	6.15 ,,	6.40 ,,
6.15 ,,	6.45 ,,	7.00 ,,	
7.00 ,,			

*There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages. [33

INTIMATIONS.

FOR SALE.

A NEW STOCK OF GENTLEMEN'S

BOOTS AND SHOES.

KID "BALMORAL" BOOTS.
CLOTH-BUTTON BOOTS.
MILITARY BLOCKED BOOTS.
DERBY SHOOTING BOOTS.
CALF LACE SHOES.
KID LACE SHOES.
CLOTH LACE SHOES.
PATENT LACE SHOES.
CALF SPRING-SIDE SHOES.
KID SPRING-SIDE SHOES.
PATENT DANCING PUMPS.

ALSO,

TENNIS SHOES with Felt Soles (Specially designed for Cement or Concrete Courts).

TENNIS SHOES with Solid Rubber Soles.

LANE, CRAWFORD & Co.

Hongkong, 8th January, 1886. [26

W. BREWER has just received New Patent Iron Cash Boxes in gradation of sizes with good roller locks.
Men's Lawn Tennis Shoes with solid rubber soles. The best and most lasting Shoes.
Ladies' Tennis Shoes, new styles.
Men's Calf Kid Oxford Shoes.
Men's Dancing Pumps.
Ladies' Evening and Indoor Shoes in great varieties.
The Cyclostyle,—the best method for taking a number of Copies from one writing.
New Artist's Goods consisting of Water and Oil Colour, Vanishes, Hog Hair and Sable Brushes, Academy Boards, &c., &c., &c.
Great Variety of New Children's Books.
A Fine New Piano, by Newfeldt.
Leitch's How to draw Figures.
Great Varieties of Cheap Books suitable for School Prizes.
New Cheap Light Literature.
Patent Seamless Tennis Balls.

W. BREWER, Queen's Road, UNDER HONGKONG HOTEL. [25

KELLY AND WALSH, LIMITED, HAVE JUST RECEIVED.

The NAUTICAL POCKET MANUAL 1886, containing Shanghai Tide Tables, List of Lights, Buoys, and Beacons in China and Japan Coast, &c., $1.50.
Dr. Hirth's Documentary Chinese.
Customs Medical Reports—New Volume.
Every day Life in China.
Proctor's How to play Whist.
A. B. C. Telegraph Codes.
Grace's Landscape Painting in Oils.
Theatre Annual, Beeton's Annual, Queen Annual.
Peile's Lawn Tennis Manual.
Complete Sets of Lawn Tennis.
New Tennis Bats and Balls.
Tracing Cloth.
New Pocket Books—New Blotters.
New Cigar and Cigarette Cases.
New Stock of Photo Albums.
Photo Screens in Plush and embossed Leather.
Latest Designs in Ball Programmes.
Chit Books and Chit Cases.

JUST PUBLISHED, PRICE $1.

THE HONGKONG ALMANACK, 1886,

Containing Astronomical Phenomena for the year, Tide Tables for Hongkong, Saigon, Bangkok, Haiphong, and Woosung Bar, Tidal Constants for all Ports between Singapore and Newchwang, Seaman's Wages Table in Dollars, Gardening Aspects for each month in the year, and a mass of useful local information not otherwise accessible in any collected form.

KELLY & WALSH, LD., HONGKONG.

24]

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, 26th August, 1885. [35

TREES, FRUIT AND ORNAMENTAL, MAGNOLIAS, PALMS, ROSES, CLEMATIS, &c.

10 MEDALS and 39 PREMIUMS AWARDED AT THE WORLD'S EXPOSITION IN NEW ORLEANS, U. S. A.

New Descriptive Catalogues, containing many New and Rare Varieties, will be sent:

No. I.—Fruits, Grapevines, Olives...4 Cents.
No. II.—Ornamental Trees, Evergreens and Plants...........4 Cents.
No. III.—New Roses and Clematis ... Gratis.

JOHN ROCK, San José, California, U.S.A.

2301]

FURNITURE WAREHOUSE.

EVERY description of FURNITURE on SALE and for HIRE at Moderate Prices. Large quantities of JAPANESE and CHINESE CURIOS for Sale.

E. CASSUMBHOY, Opposite City Hall.

23]

AFONG, PHOTOGRAPHER

STUDIO, ICE HOUSE LANE, BEHIND NEW ORIENTAL BANK, Hongkong.

Has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire, the Copies of which are only to be purchased at his Studio or Messrs. KELLY & WALSH'S Store.

IVORY MINIATURES of Superior Excellence and High Finish, painted under careful Supervision.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS of different sizes taken daily. [18

PORTLAND CEMENT.

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA,

HOLLIDAY WISE & Co.

Hongkong, 11th April, 1883. [2333

GEORGE GOULET

CHAMPAGNE.

PUSTAU & Co., Agents.

Hongkong, 18th January, 1884. [104

HIRANO

NATURAL MINERAL WATER. BOTTLED IN JAPAN.

PRICE $4.50 PER CASE OF 50 PINTS.

NORTON & Co., Agents.

Hongkong, 2nd February, 1886. [278

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000.
RESERVE FUND	4,500,000.
RESERVE FOR EQUALIZATION OF DIVIDENDS	500,000.
RESERVE LIABILITY OF PROPRIETORS	7,500,000.

COURT OF DIRECTORS:—
Chairman—Hon. F. D. SASSOON.
Deputy Chairman—A. MCIVER, Esq.
H. L. Dalrymple, Esq. | E. H. M. Huntington, Esq.
H. Hoppius, Esq. | C. D. Bottomley, Esq.
M. Grote, Esq. | A. P. McEwen, Esq.
Hon. W. Keswick

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, 31st December, 1885. [5

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON, Chief Manager.

Hongkong, 8th May, 1885. [6

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL	£2,000,000.
PAID UP	£ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.

H. A. HERBERT, Manager, Hongkong Branch.

Hongkong, 6th July, 1885. [7

WESTBURY.

3 & 4, WALDEGRAVE PARK ROAD, STRAWBERRY HILL, London, S.W.,

WILLIAM F. WALKER, M.A., C.E., (EX-CLASSICAL SCHOLAR and SENIOR MODERATOR in MATHEMATICS AND PHYSICS, TRINITY COLLEGE, Dublin,) and B. VON HOHNFELDT, PH. D., Berlin University. (LATE SENIOR TUTOR ON THE MODERN SIDE AT VICTORIA COLLEGE, JERSEY), Assisted by a Staff of HIGHLY QUALIFIED MASTERS, Receive and Prepare a limited number of Pupils, resident and non-resident, for

I.—THE ARMY.

(a)—The preliminary examinations for Woolwich and Sandhurst.

(b)—The Open Competition for admission to the Royal Military Academy, Woolwich, and to the Royal Military College, Sandhurst.

II.—THE UNIVERSITIES.

III.—THE INDIAN CIVIL SERVICE.

For further Particulars apply to the Editor, *Hongkong Daily Press*, or to the Principals. [233

CUTLER, PALMER & Co.,

The well known Wine Shippers to China, OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.

Their Representatives in China—
Messrs. JARDINE, MATHESON & Co.) Hongkong
,, SIEMSSEN & Co.) and
,, LANE, CRAWFORD & Co.) Shanghai.

Call attention to some of the Wines and Spirits consigned to their care by this well-known house:—

CLARETS, Monton, Larose, St. Julien Medoc, both in Quarts & Pints.
"IMPERIAL," & AMOROSO, SHERRY.
MANZANILLA SHERRY—very pale & dry
VINO PURO—a pretty delicate wine.
These Sherries are also shipped in Jars containing 4 gallons.
"INVALIDS" PORT, a most agreeable wine, approved by many Physicians.
SCOTCH WHISKY—of several sorts, viz:
In square bottles—Napier Johnstone's.
In round bottles—C. P. & Co.'s, "Heart shaped label."
In round bottles—The celebrated Glenlivet
IRISH WHISKY—only the best.
COGNAC—from the very best to medium quality.
This Firm's Cognacs are too well known to need recommendation. Prices on application. [1996

JARDINE, MATHESON & Co.'s PIERS AND GODOWNS, WEST POINT.

THESE are now in working order. Steamers are berthed at the Wharf, and Cargo received and stored at Cheap Rates.

The Godowns are Two Storied, Dry, Airy, and well suited for the Storage of Silk, Cotton, and Woollen Piece Goods as well as General Merchandise.

ADVANCES MADE ON CARGO STORED.

For Rates and Further Particulars, apply to the

MANAGER, or to JARDINE, MATHESON & Co.

Hongkong, 1st December, 1885. [37

AUCTIONS.

PUBLIC AUCTION OF JAPANESE AND CHINESE CURIOS.

THE Undersigned has received instructions to Sell by Public Auction, on TUESDAY, the 9th February, 1886, at 2 P.M., at his Sales Rooms, Duddell Street,

A LARGE AND VARIED COLLECTION OF JAPANESE PORCELAINS, BRONZES, ENAMELS, AND OTHER CURIOS, Comprising:—

SATSUMA, KAGA, KIOTO, TOKIO, and OMARI VASES, BOWLS, PLATES, TEA and BREAKFAST SETS, OLD BRONZES, CLOISONNE ENAMELS, CABINETS, GOLD and SILVER SILK EMBROIDERED SCREENS, KAKEMONOS, NETSUKIES, &c., &c.

ALSO, SOME ANTIQUE AND MODERN CHINESE PORCELAINS, BRONZES, CURIOS, &c.

AND ONE FINELY CARVED LARGE NINGPO CABINET.

CATALOGUES will be issued previous to the Sale, and the above will be on view on FRIDAY NEXT.

TERMS OF SALE.—As Customary.

G. R. LAMMERT, Auctioneer.

Hongkong, 2nd February, 1886. [285

NOTICE.

TO be Sold by Public Auction at HER MAJESTY'S CONSULATE, Canton, at 5 O'CLOCK P.M., on TUESDAY, the NINTH day of February, 1886, by Order of the SURVEYOR, H. M. OFFICE OF WORKS, Shanghai, the LEASES of LOTS 69 and 70 of the British Concession, Shamien, subject to the following Conditions, viz:—

1.—The Lots will be put up at an upset price of ONE THOUSAND DOLLARS ($1,000) each.

2.—The Lots shall be knocked down to the highest bidder at or above the upset price, but the Sale shall not be considered conclusive until the approval of HER MAJESTY'S MINISTER, Peking, of HER MAJESTY'S CONSUL, Canton, and of the OFFICER of HER MAJESTY'S OFFICE OF WORKS in China be obtained to the proposed Purchaser, who shall deposit with HER MAJESTY'S CONSUL a sum of One Hundred Dollars ($100) per Lot on the fall of the hammer, such deposit to be returned without interest to the intending Purchaser in the event of his offer not being approved within Six Months from the date of sale.

In the event of the intending Purchaser withdrawing his offer within the same period, the deposit of One Hundred Dollars to be forfeited to Her Majesty's Government.

3.—The Form of Lease under which the Lots will be held to be the same as that now in force in regard to the other Lots on the Concession, a copy of which can be seen upon applications to HER MAJESTY'S CONSUL, Canton.

A. FRATER, Consul.

Canton, 28th January, 1886. [259

INTIMATIONS.

HONGKONG ICE COMPANY, LIMITED.

THE FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of the Company, Peddar's Street, at TWELVE O'CLOCK, NOON, on WEDNESDAY, the 17th February, 1886, to receive a Statement of the Accounts of the Company to 31st December, 1885, and the Report of the General Managers, also to discuss any matters that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to 17th February, 1886, both days inclusive.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 30th January, 1886. [270

HONGKONG ICE COMPANY, LIMITED.

NOTICE is hereby given that immediately after the above ORDINARY ANNUAL MEETING AN EXTRAORDINARY GENERAL MEETING of the Company will be held at the Registered Office of the Company for the purpose of passing a Special Resolution to Amend the Articles of Association by striking out Article 34 and substituting in lieu thereof an Article providing for the sub-division of the existing Shares of the value of $100 each of the said Company.

Should the Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a SECOND EXTRAORDINARY MEETING to be subsequently convened.

Dated Hongkong, 30th day of January, 1886.

JARDINE, MATHESON & Co., General Managers.

271]

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Company, Praya Central, on SATURDAY, 20th February, at ELEVEN O'CLOCK IN THE FORENOON, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 5th to 20th February inclusive.

RUSSELL & Co., General Managers.

Hongkong, 1st February, 1886. [269

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 8 PER CENT, or $6.00 PER SHARE, declared at the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS held THIS DAY, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after MONDAY, the 1st February.

SHAREHOLDERS are requested to apply at the OFFICE of the Company for WARRANTS.

By Order of the Board of Directors,

T. ARNOLD, Secretary.

Hongkong, 30th January, 1886. [268

NOTICE.

FOR the Convenience of Customers, the PRODUCTIONS of the "CHINA SUGAR REFINING COMPANY, LIMITED" can henceforward be obtained by RETAIL FOR CASH, at No. 3, Peel Street, at the same Prices as at the REFINERY; or Retail Orders will be delivered at addresses in town on applicants forwarding their monthly requirements in writing direct to the Refinery at East Point.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 28th July, 1885. [34

HING KEE,

STEAM LAUNCH Co.

Have always on hand supplies of the best COAL for HOUSES, STEAMERS, & SHIPS at MODERATE TERMS.

No. 16, TUNG MAN LANE, HONGKONG.

Hongkong, 17th September, 1885. [1689

SQUARE BOTTLE WHISKY, NAPIER JOHNSTONE'S BLEND, Superb Quality, CUTLER, PALMER & Co.'s SELECTION.

Apply to LANE, CRAWFORD & Co., Hongkong.

2310]

NOTICES OF FIRMS.

NOTICE.

MR. AARON MOSES GUBBAY has been admitted a PARTNER in our Firms in Bombay and China on the 1st January, 1886.

E. D. SASSOON & Co.

Hongkong, 29th January, 1886. [258

NOTICE.

WE Have authorised MR. FRANK ERNEST NICHOL to Sign our Firm per procuration.

HOLLIDAY, WISE & Co.

Hongkong, 4th January, 1886. [96

NOTICE.

THE INTEREST and RESPONSIBILITY of MR. FRANCISCO MAMEDE GONSALVES in the Firm of Messrs. ROZARIO & Co., ceased on the 31st December last.

The Business will in future be carried on by the Undersigned alone, under the SAME STYLE as heretofore.

AUGUSTO JOSE DO ROZARIO.

Hongkong, 1st January, 1886. [85

恒 務 號 告 白

THE HANG YUE SHOP, Honam, Canton, has for more than Twenty Years carried on the Business of Tea Merchants and secured a wide reputation for their FLOWER SCENTED KULO PAU-CHONG, CHEUNG CHONG SU-CHONG, and CHEUNG-CHONG ROSED SU-CHONG, all guaranteed of the Best Quality, but lately some Traders in Hongkong, Macao, &c., have imitated our Trade Mark and our Firm Style, selling inferior Tea. On account of the above circumstances we recently Established a Branch of our Firm at 17, Bonham Strand, Hongkong, in the house occupied by KWONG MOW TYE, in order to counteract the Traders' imitation of our Brand. On the 20th March, 1885, we registered our Trade Mark according to the requirements of Ordinance No. 16 of 1873, so our New Trade Mark is a WATCH, and it will be used on the 20th February next. We beg therefore our Customers will take particular Notice that our Trade Mark is on the Paper, Matting, and Boxes in which the tea is packed.

LEUNG SHEK WAN, HANG MEE SHOP, Honam, Canton.

194]

NOTICE is hereby given that on the 3rd day of June last, YEUNG YUK CHI and his Son YEUNG HEE KUM (the latter having been the Manager) retired from the Business of the HOO TAI LOONG SHOP, No. 50, Praya Central, and Sold all their own Shares of the Business to YEUNG MING LAI TONG who had been until then Partners or Shareholders. Settlement of Accounts has been made. The said YEUNG MING LAI TONG will not hold themselves Responsible for any Debts, Old or New, contracted by the said YEUNG YUK CHI or his Son YEUNG HEE KUM.

Creditors and Debtors are also hereby requested to send their contracts to be signed by YEUNG TSO MAN, YEUNG MAN FUNG, and YEUNG KING SHAN, or certified by the putting on the same documents of the Chop of HOO TAI LOONG MING KEE.

Hongkong, 12th August, 1885. [1470

TO BE LET.

TO LET.

NO. 3, MORRISON HILL. Entry 1st March.

Apply to, G. C. ANDERSON, 13, Praya Central.

Hongkong, 3rd February, 1886. [289

TO BE LET.

NO. 31, ELGIN TERRACE—Corner of Elgin Street and Caine Road. Possession 1st February next.

No. 1, ALBANY—SIX ROOMS, OUT-OFFICES, and GARDEN. Gas and Water laid on. Possession 1st February next.

OFFICES and ROOMS in Queen's Road Central.

GODOWN on Water Side of FLETCHERS BUILDINGS.

LINSTEAD & DAVIS.

Hongkong, 25th December, 1885. [42

TO LET.

COLLEGE CHAMBERS (late HOTEL DE L'UNIVERS) Single Rooms or Suites of Apartments.

TWO FURNISHED BUNGALOWS, POKFOOLUM.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, 7th December, 1885. [38

TO LET.

A FIVE ROOMED HOUSE AT THE PEAK, GOOD TENNIS GROUND ATTACHED.

Apply to DENNYS & MOSSOP.

Hongkong, 29th January, 1886. [254

TO LET.

ROOMS in CLUB CHAMBERS.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, 1st February, 1882. [39

TO LET.

BROCKHURST, ROBINSON ROAD.

Apply to DENNYS & MOSSOP, 43, Queen's Road,

Hongkong, 25th January, 1886. [223

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

Also Entire GODOWNS to be LET

Apply to MEYER & Co.

Hongkong, 3rd March, 1881. [1031

TO LET.

A COMMODIOUS and WELL LIGHTED OFFICE, Situated on Praya Central.

Apply to LANE, CRAWFORD & Co.

Hongkong, 22nd January, 1886. [211

TO BE LET.

A HOUSE in RICHMOND TERRACE, containing FOUR GOOD ROOMS, DRESSING ROOM, THREE BATH ROOMS, and very convenient OUT OFFICES. It is pleasantly situated, is cool in Summer, and commands a fine sea view.

Apply at THE HONGKONG DISPENSARY.

Hongkong, 30th January, 1886. [263

INTIMATIONS.

ROOM WANTED.

A SINGLE UNFURNISHED ROOM wanted in a Central Situation.

Address, G., Care of Office of this Paper.

Hongkong, 28th January, 1886. [248

THE HONGKONG AND CANTON IRON WORKS, (KWONG YAN TAI.)

廣 仁 泰

BOILER MAKERS, COPPER SMITHS, BRASS & IRON FOUNDERS, ENGINEERS & SHIP BUILDERS.

17, WEST POINT, HONGKONG.

All Orders will receive prompt attention at very moderate charges.

All communications to be addressed to THE MANAGER.

Hongkong, 5th December, 1885. [2170

INTIMATIONS.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 the Undermentioned Banks will be CLOSED for the Transaction of Public Business, TO-DAY (THURSDAY), the 4th February, 1886.

FOR THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.
JOHN THURBURN, Manager, Hongkong.

FOR THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
T. H. WHITEHEAD, Acting Manager, Hongkong.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.

FOR THE COMPTOIR D'ESCOMPTE DE PARIS,
C. C. INCHBALD, Agent.

FOR THE NEW ORIENTAL BANK CORPORATION, LIMITED.
H. A. HERBERT, Manager, Hongkong.

Hongkong, 1st February, 1885. [267

NOTICE.

THE Undermentioned Insurance Offices will be CLOSED for the Transaction of Public Business TO-DAY (THURSDAY), the 4th instant, (CHINESE NEW YEAR'S DAY).

JARDINE, MATHESON & Co., General Agents,
CANTON INSURANCE OFFICE, LIMITED, General Managers,
HONGKONG FIRE INSURANCE COMPANY, LD.
N. J. EDE, Secretary,
UNION INSURANCE SOCIETY OF CANTON, LD.,
W. H. PERCIVAL, Agent,
NORTH-CHINA INSURANCE COMPANY, LD.
W. H. RAY, Secretary,
CHINA TRADERS' INSURANCE COMPANY, LD.,
RUSSELL & Co., Agents,
YANGTSZE INSURANCE ASSOCIATION, LIMITED.
SAML. J. GOWER, Secretary,
CHINESE INSURANCE COMPANY, LIMITED.
JAS. B. COUGHTRIE, Secretary,
CHINA FIRE INSURANCE COMPANY, LIMITED.

Hongkong, 2nd February, 1886. [279

PUBLIC NOTICE OF EXPIRY OF FARM.

THE Exclusive privilege of BOILING and PREPARING OPIUM and SELLING and RETAILING OPIUM so boiled or prepared will CEASE on the 28th day of February, 1886. No Boiled or Prepared Opium purchased from me or my Licensees CAN BE USED AFTER the 3rd day of March, 1886, at NOON, without the consent of the NEW HOLDER of such exclusive privilege as aforesaid.

CHAN SUI SHANG, BY His Executor CHAN KIT SHAN.

Hongkong, 29th January, 1886. [253

JURY LIST—1886.

NOTICE is hereby given that Pursuant to the Provisions of Section 4 of Ordinance No. 24 of 1882, I have THIS DAY caused to be Posted in the COURT HOUSE, a LIST OF ALL MEN ascertained by me to be liable to serve as JURORS.

The said List will remain so posted for the term of ONE FORTNIGHT, in order that any Person may, as the case shall be, apply by Notice in writing to me requiring that his Name, or the Names of some other Person or Persons may be respectively either added to, or struck off the said List, upon cause duly assigned in such Notice.

Registry, Supreme Court.

This 1st day of February, 1886.

EDW. J. ACKROYD, Registrar.

280]

CANNED FRUITS, VEGETABLES, MEATS AND SALMON.
CALIFORNIA FLOUR AND MEALS.
IRON MANTEL PIECES.
HEADSTONES AND MONUMENTS.
BICYCLES AND TRICYCLES.
AMERICAN BILLIARD & POOL TABLES
AMERICAN CARRIAGES & BUGGIES.
BORAX, REFINED & POWDERED.
ELECTRIC FAMILY SOAP.

A. HINZ, Agent.

Hongkong, 8th September, 1885. [1632

NOTICES TO CONSIGNEES.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, AND SINGAPORE.

THE Steamship "MARK LANE,"

Capt. Porter, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional cargo will be forwarded on to Shanghai unless notice to the contrary be given before NOON, TO-DAY, the 1st February.

All claims against the steamer must be presented to the undersigned on or before the 10th instant, or they will not be recognised.

RUSSELL & Co., Agents.

Hongkong, 1st February, 1886. [276

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "PRIAM," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 31st inst.

Goods undelivered after the 7th Proximo, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th January, 1886. [226

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "MERIONETHSHIRE."

FROM HAMBURG, ANTWERP, LONDON, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk, into the Godowns of the undersigned, at Wanchai, behind the premises known as No. 3, "Blue Buildings," whence and/or from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded on, unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 4th proximo, will be subject to rent.

All Claims against the steamer must be presented to the Undersigned on or before the 12th Jan., 1886, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co., Agents.

Hongkong, 29th January, 1886. [214

NEW ADVERTISEMENTS.

NOTICE.

MR. THEODOR VON DER HEYDE of Hamburg, and MR. GOTTFRIED BRUNO ROBERT BECKER of Hongkong, have THIS DAY been admitted PARTNERS in our Firm in Hamburg and Hongkong.

SANDER & Co.

Hongkong, 2nd February, 1886. [297

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship "NAMOA,"

Captain Westoby, will be despatched for the above Port TO-MORROW, the 5th instant, at NOON.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 3rd February, 1886. [294

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship "ORESTES,"

Captain Hutchinson, will be despatched as above on SUNDAY, the 7th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd February, 1886. [176

FOR MANILA (DIRECT).

THE British Steamship "NUMIDA,"

Captain Moen, will be despatched for the above Port on MONDAY, the 8th inst., at 12 NOON.

For Freight or Passage, apply to DUNN, MELBYE & Co., Agents.

Hongkong, 4th February, 1886. [298

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW

THE Company's Steamship "HAIPHONG,"

Captain Hunter, will be despatched for the above Ports on TUESDAY, the 9th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 3rd February, 1886. [295

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAIWANFOO.

THE Company's Steamship "THALES,"

Captain Pocock, will be despatched for the above Ports on TUESDAY, the 9th inst., at NOON.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 3rd February, 1886. [296

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE).

THE Company's Steamship "ULYSSES,"

Captain Bremner, will be despatched as above on THURSDAY, the 11th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd February, 1886. [292

"SHIRE" LINE OF STEAMERS.

FOR YOKOHAMA AND HIOGO.

THE Steamship "BRECONSHIRE,"

Pope, Commander, will be despatched for the above Ports on or about the 11th inst.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 4th February, 1886. [300

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, &c.

THE Steamship "WHAMPOA,"

Captain Williams, will be despatched as above on SATURDAY, the 20th inst., at FOUR P.M.

This vessel has unusually good Cabin Accommodation, situated amidships, on upper deck.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd February, 1886. [293

NOTICE TO CONSIGNEES.

FROM LONDON, ANTWERP, AND PORTS OF CALL.

THE Steamship "NUMIDA,"

Captain Moen, having arrived from the above Ports, Consignees are hereby requested to send in their Bills of Lading to the Undersigned for countersignature. Cargo is being landed at Messrs. Jardine, Matheson & Co.'s Wharves, East Point, at their expense and whence Goods can be obtained.

All claims against the steamer must be sent in to the undersigned on or before the 10th instant, otherwise they will not be recognised.

No Fire Insurance has been effected.

DUNN, MELBYE & Co., Agents.

Hongkong, 4th February, 1886. [299

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH, LONDON, AND SINGAPORE.

THE Steamer "BENARTY,"

Captain Le Boutillier, having arrived from above Ports, Consignees of Cargo are hereby notified that the steamer is berthed at Messrs. Jardine, Matheson & Co.'s West Point Pier and Godowns, and are requested to send in their Bills of Lading for countersignature and take immediate delivery of their Cargo from alongside.

Cargo impeding the steamer's discharge will be landed and stored at Consignees' risk and expense.

Optional Cargo for Japan and Ports will be forwarded on unless notice to the contrary be given before NOON, TO-DAY, the 3rd instant.

No Claims will be admitted after the Goods have left the Godowns and all Cargo undelivered after the 10th inst. will be subject to rent.

All Claims must be sent in to the undersigned before 4 P.M. of the 13th inst., or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 3rd February, 1886. [291

PIANOS.

THE Undersigned begs to announce that he is SOLE AGENT for Hongkong, China, Corea, and Japan for the Sale of PIANOS, by Messrs. M. F. RACHALS & Co., Hamburg, and Messrs. SCHIEDMAYER & Co., Stuttgart.

SYDENHAM MOUTRIE, THE PIANOFORTE AND MUSIC WAREHOUSE, Shanghai.

1st January, 1886. [8

FOR SALE.

1886. NOW READY. 1886.

THE
CHRONICLE AND DIRECTORY
FOR 1886.
With which is incorporated
THE CHINA DIRECTORY.
(TWENTY-FOURTH ANNUAL ISSUE).
ROYAL OCTAVO, pp. 1,132 with plans $5.00.
SMALLER EDITION, pp. 752..............$3.00.

THE CHRONICLE AND DIRECTORY has been thoroughly revised and brought up to date, and is again much increased in bulk.

It contains DESCRIPTIVE and STATISTICAL ACCOUNTS of, and DIRECTORIES for

HONGKONG—	VLADIVOSTOCK.
Do. Ladies' Directory	JAPAN—
Do. Military Forces.	Nagasaki.
Do. Chinese Hongs.	Kobe (Hiogo).
MACAO.	Osaka.
CHINA—	Tokio.
Pakhoi.	Yokohama.
Hoihow.	Niigata.
Whampoa.	Hakodate
Canton.	THE PHILIPPINES—
Swatow.	Manila.
Amoy.	Cebu.
Takao.	Iloilo.
Taiwanfoo.	BORNEO—
Tamsui.	Sarawak.
Kelung.	Labuan.
Foochow.	British North Borneo.
Wenchow.	COCHIN CHINA—
Ningpo.	Saigon.
Shanghai.	Cambodia.
Chinkiang.	ANNAM—
Wuhu.	Hué.
Kiukiang.	Tourane.
Hankow.	Quinhon.
Ichang.	TONQUIN—
Chungking.	Haiphong.
Chefoo.	Hanoi.
Taku.	SIAM—
Tientsin.	Bangkok.
Peking.	STRAITS SETTLEMENTS,
Port Arthur.	Singapore.
Newchwang.	Malacca.
COREA—	Penang.
Séoul.	MALAY STATES—
Jenchuan.	Johore.
Fusan.	Sungei Ujong.
Yuensan.	Selangor.
PORT HAMILTON	Perak.

NAVAL SQUADRONS—
British. French.

SHIPPING—Officers of the Coasting Steamers of

P. & O. S. N. Co.	China & Manila S. S. Co.
Messag. Maritimes.	Siemssen & Co.
Japan M. S. S. Co.	H. C. & M. S. B. Co.
Indo-China S. N. Co.	Scottish Oriental S. S. Co.
Douglas S. S. Co.	Miscellaneous Coast
China Mer. S. N. Co.	Steamers.

The LIST OF RESIDENTS now contains the names of
TWELVE THOUSAND, THREE HUNDRED, AND EIGHTY SIX FOREIGNERS
arranged under one Alphabet in the strictest order, the initials as well as the surnames being alphabetical.

The MAPS and PLANS have been mostly re-engraved in a superior style and brought up to date. They now consist of
FLAGS OF MERCANTILE HOUSES IN CHINA.
CODE OF SIGNALS IN USE AT VICTORIA PEAK.
MAP OF THE FAR EAST.
MAP OF THE ISLAND OF HONGKONG.
PLAN OF THE CITY OF VICTORIA.
PLAN OF THE CITY OF CANTON.
PLAN OF FOREIGN CONCESSIONS, SHANGHAI.
PLAN OF YOKOHAMA.
PLAN OF MANILA.
PLAN OF SAIGON.
PLAN OF TOWN AND ENVIRONS OF SINGAPORE.
PLAN OF GEORGE TOWN, PENANG.

Among the other contents of the book are—
An Anglo-Chinese Calendar, Meantime of Sunrise and Sunset, Mean of Barometer and Thermometer, Rainfall, Eclipses, Festivals, &c.
A full Chronology of remarkable events since the advent of foreigners to China and Japan.
A description of the Festivals, Fasts, &c., observed by Chinese, Mahomedans, Parsees, Jews, &c., with the days on which they fall.
Comparative Tables of Money, Weights, &c.
The Hongkong Postal Guide for 1886.
Arrivals and Departures of Mails and Parcel Post at and from London and Hongkong.
Scales of Commissions and Charges adopted by the Chambers of Commerce of Hongkong, and Shanghai.
Hongkong Chair, Jinricksha, and Boat Hire.

This issue contains the New Scale of Hongkong STAMP DUTIES, also tables of COURT-FEES not elsewhere published.
The APPENDIX consists of
FOUR HUNDRED PAGES
of closely printed matter, to which reference is constantly required by residents and those having commercial or political relations with the Countries embraced within the scope of the CHRONICLE and DIRECTORY.
The Contents of the Appendix are too many to enumerate in an Advertisement, but include—
TREATIES WITH CHINA—
Great Britain, Nanking, 1842
" Tientsin, 1858
" Chefoo, with additional Article, and all others not abrogated
France, Tientsin, 1858
" Convention, 1860
" Tientsin, 1885
United States, Tientsin, 1858
" Additional, 1869
" Peking, 1880
German, Tientsin, 1861
" Peking, 1880
Russia, Japan, Spain, Brazil, and Peru.
TREATIES WITH JAPAN—
Great Britain — Netherlands
United States — Corea
TREATIES WITH COREA
TREATIES WITH SIAM
TREATIES WITH ANNAM
TREATIES WITH CAMBODIA
CUSTOMS TARIFFS
Chinese — Siamese
Japanese — Corean
LEGAL
Orders in Council for Government of H.B.M. Subjects in China and Japan, 1865, 1877, 1878, 1881
Rules of H.B.M. Supreme and other Courts in China and Japan
Tables of Consular Fees
Code of Civil Procedure, Hongkong
Admiralty Rules
Foreign Jurisdiction Act
Regulations for the Consular Courts of United States in China
Rules of Court of Consuls at Shanghai
Chinese Passenger Act
TRADE REGULATIONS
China — Siam
Japan — Customs Seizure, China
Customs and Harbour Regulations for the different ports of China, Philippines, Siam, &c.
Pilotage Regulations
HONGKONG
Charter of the Colony
New Rules of Legislative Council
&c. &c. &c.

The Treaties between France and China, 1885, and France and Siam, Additional Article to Chefoo Convention, together with many other items, have not appeared in previous issues.

Orders may be sent to *Daily Press* Office, where it is published, or to the following Agents:—

MACAO	Mr. F. A. da Cruz.
SWATOW	Messrs. Quelch & Co.
AMOY	Messrs. C. Gerard & Co.
FORMOSA	Messrs. C. Gerard & Co.
FOOCHOW	Messrs. Hedge & Co.
NINGPO	Messrs. Kelly & Walsh, S'ghai.
SHANGHAI	Messrs. Hall & Holtz.
SHANGHAI	Messrs. Kelly & Walsh.
NORTHERN & RIVER PORTS	Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI	Messrs. The C. & J. Trading Co.
HIOGO, OSAKA	Messrs. F. Walsh & Co.
YOKOHAMA	Messrs. Kelly & Walsh.
MANILA	Messrs. Diaz Puertas & Co.
SAIGON	
TONQUIN	Mr. Ch. Dupont.
BANGKOK	Messrs. Ramsey & Co.
SINGAPORE	Messrs. Sayle & Co.
PENANG	Messrs. Maynard & Co.
COLOMBO	Messrs. A. M. & J. Ferguson.
CALCUTTA	Messrs. Newman & Co.
SYDNEY AND BRISBANE	Messrs. Gordon & Gotch.
MELBOURNE	Messrs. Norton, Hargrave & Co.
LONDON	Mr. F. Algar, Clement's Lane.
LONDON	Messrs. Street & Co., 30 Cornhill.
LONDON	Messrs. Bates, Hendy & Co.
LONDON	Mr. W. M. Wills, 151, Cannon St.
SAN FRAN'CO	Mr. L. P. Fisher, 21, Merchants Exchange.
NEW YORK	Mr. A. Wind, 21, Park Row.

Daily Press Office, January 1886.

INTIMATION.

THE HONGKONG DISPENSARY.

ALL
CHRISTMAS AND NEW YEAR GOODS
are now being sold off at
REDUCED PRICES.
BONBONS and CRACKERS,
in great Variety.
ORNAMENTAL BOXES.
CHOCOLATE CREAMS.
CRYSTALLISED FRUITS,
AND
PURE CONFECTIONERY,
of all kinds.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 21st January, 1886. 122

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, FEBRUARY 4TH, 1886.

THE defects of our local bankruptcy-law have been often commented on, and for some years past a new Bankruptcy Ordinance has been spoken of. So far, however, no step has been taken towards remedying the existing evils, and considerable loss and inconvenience are entailed on merchants and traders by the uncertainty which the present system engenders. In Singapore, where a similar state of things prevails, the subject has been taken seriously in hand, an influential Commission appointed to consider it having recently presented its report, and on this report the Attorney-General has been instructed to prepare a Bill for introduction in the Legislative Council. Before preparing a new Bankruptcy Ordinance for Hongkong it would now, probably, be as well to wait until the matter has been disposed of in the Straits so that our local legislature may have the advantage of seeing what has been done there. The circumstances of the two colonies are so similar that the legislation found advantageous in the one will almost certainly prove useful in the other. The following statement, taken from the report of the Straits Bankruptcy Commission, of the special circumstances which tend to enable fraudulent debtors to defeat their creditors is as applicable to Hongkong as to Singapore:—

(a.)—The fact that a great deal of the trade of this colony is with out-of-the-way places to which it is practically impossible to follow assets. In most failures the largest part of the assets consists of debts due from persons in such places. There is strong reason to believe that in many cases such debts are fictitious, and in other cases and perhaps more frequently, goods are obtained from the creditors and shipped off and sold or otherwise disposed of in contemplation of failure, the debtor knowing that the creditors will not be able to recover the amount due. Having induced the creditors to accept a composition the debtor manages to realize the value of the goods sent away and is thus provided with capital to start again. This if proved would be met by section 100 sub-section 15 of the present Ordinance, but in practice it has been found impossible to trace those shipments.

(b.)—The fact that accounts are kept in other languages than English; the ease with which such accounts can be manipulated and even concocted, in preparation for a failure.

(c.)—The clannish nature of the native traders, especially Chinese, which enables those fraudulently disposed to make over their property to their friends and relations with perfect confidence that it will be duly restored when the storm has blown over. In smaller cases there is reason to believe that fraudulent bills of sale are largely used for the purpose of defeating creditors, and in other cases fraudulent mortgages or conveyances of landed property are not unfrequently resorted to.

(d.)—The facilities for retiring to their own country when a failure is impending, not only when the debtor has reason to fear unpleasant proceedings against himself, but in other cases when trade is bad.

(e.)—The circumstances alluded to in (c.) which also operate to enable moneyed persons to trade in the name of young relations and friends of no means, taking the profit if successful, without incurring losses in case of failure. In this connection we may mention the largely increasing number of "branch firms" controlled by the same "Chop" or capitalist, in many cases started for the purpose of floating accommodation paper.

With a view of checking these abuses the Commission make several recommendations to the effect that the consequences to a bankrupt of not obtaining his discharge should be made much more serious than they are at present, and that the penal provisions of the law should be extended and more easily put in motion. The Commission also propose the following provisions:—

(1.)—That the bankrupt shall with his accounts file a statement containing the following particulars, viz., the cause of his bankruptcy, the date when he last before becoming insolvent balanced his accounts, the amount of his capital at the date of such balance after providing for the payment of all his liabilities and making allowances for bad and doubtful debts, and the date on which he first knew or had reason to believe that he was insolvent.

(2.)—That if the assets collected, and other assets returned by the Trustee or Official Receiver as good debts, shall at the expiration of six months from the date of adjudication be insufficient to pay 50 per cent. upon debts proved or returned in the statement of affairs, it shall be presumed until the contrary be shown that the bankrupt has continued to trade after knowing himself to be insolvent.

(3.)—That in considering whether the bankrupt knew himself to be insolvent at any particular date, any debt due by any person residing out of the jurisdiction and which has been outstanding more than twelve months after it was incurred shall not be considered as an asset.

(4.)—That a bankrupt shall be deemed to have traded after he has known himself to be insolvent if he did not know, or had no reason to believe himself, solvent.

(5.)—That a bankrupt shall be deemed, until the contrary is proved, to have continued to trade after knowing himself to be insolvent, unless he shall produce to the Official Receiver proper balance sheets shewing the state of his affairs for each of the three years preceding his bankruptcy and unless he shall satisfy the Court that the same were made within a reasonable time from the end of each of such years.

These recommendations speak for themselves, and it is unnecessary to dwell on their importance. As the law at present stands it rests on the opposing creditors to show that a bankrupt has been guilty of rash or hazardous speculation or other irregularities. The effect of the suggested provisions just quoted would be that the onus would be thrown on the bankrupt to prove that his inability to pay his just debts was due to no fault of his own.

One very important point which came before the Commissioners was in connection with the question of bookkeeping. According to the summary of their report given by the *Straits Times* the Commissioners do not think it would be practicable or advisable to compel all large traders to keep their books in English. They propose the enactment of a provision similar to that imposed on the traders of Cochin-China, by which a day-book must be kept showing day by day the merchant's debts and credits, his commercial operations, negociations, acceptances or endorsements, and in general all that he receives or pays away, under whatever head it may come, and which tells month by month the sums employed for the expenses of his house,—all this independently of the other books usual in business, but which are not indispensable. Such books are numbered and examined in Cochin-China by the President of the Tribunal of Commerce, and are then and not until then receivable in evidence; and the non-keeping or irregular keeping of such book subjects a trader, on bankruptcy, to imprisonment from one month to two years. In the opinion of the Commission, the compulsory registration of the principal books of account kept by traders would tend to check the frauds by falsification of accounts which are now so common, if such registration can be carried out without putting traders to undue inconvenience. We imagine, however, that in this colony there would be very grave objection raised both by the European and Chinese merchants and traders to any governmental surveillance being exercised over their accounts.

The question of the registration of partnerships is one which has been ventilated in this colony both in the Chamber of Commerce and in the Press. The remarks of the Straits Bankruptcy Commission on this subject will be read with interest:—

All the witnesses who have been examined by the Commission have expressed themselves strongly in favour of a registration of partnerships. On considering the question as to how such a measure could be worked, we have come to the conclusion that it will be necessary to require all traders (excepting perhaps retail traders whose stock in trade is less than, say, $500) to register, stating whether they are trading alone or in co-partnership. The firm name and the names, addresses, and descriptions of all the partners must be stated. And if it be provided that no trader unless registered can maintain an action for a trade debt or on a trade contract, and that no partner can sue for accounts or share in capital or profit or to compel contribution to losses or be sued for the same unless registered, it will not be necessary to impose any pecuniary penalty for omission to register. We would also suggest that a registration number should be assigned to each trader or trading firm, which he or they should be required to exhibit conspicuously with his or their name or chop. This would greatly assist those who might have occasion to refer to the Register for information, and if the number were required to be given in bills of sale along with the description of the grantee, the bill of sale might be registered under that number, which would enable persons about to deal with a trading firm to ascertain readily whether the stock in trade is mortgaged or not. We think also it would be desirable to provide for annual registration to prevent the Register becoming blocked with the names of deceased persons and those who have given up business or left the Colony.

It appears that in Germany the registration of all trading firms, whether consisting of single individuals or partnerships, is compulsory. The desirability of a similar provision in this colony is generally admitted, but the difficulty of its application has hitherto been considered so great as to prevent any practical step being taken in this direction. This difficulty has, however, we think, been much overrated.

In the above remarks we have endeavoured to convey an idea of the principal lines of the report of the Commission appointed in the Straits to consider this important question of the Bankruptcy Ordinance and Law of Partnership. As we have already suggested, it will probably be well to defer legislation on the same subject here until the new Straits Ordinance has become law, but in order that there may be no more delay than is unavoidable it would be useful, we think, that the consideration and discussion of the subject should be commenced forthwith, for the matter is one which will necessarily occupy much time. A commencement might be made by the Government asking for a report on it from the Chamber of Commerce. If this course were adopted the Chamber might advantageously take the report of the Straits Bankruptcy Commission as a basis from which to work.

The British gunboat *Midge*, Commander Hotham, left here yesterday for Canton.

The O. S. S. Co.'s steamer *Ulysses*, from Liverpool, left Singapore yesterday for this port.

The United States corvette *Marion* has been overhauled in Boyd's New Dock, Shanghai.

The Agents (Messrs. Adamson, Bell & Co.) inform us that the Shire Line steamer *Breconshire*, from London, sailed from Singapore for this port yesterday.

To-day being Chinese New Year's Day there will be no issue of the *Hongkong Daily Press* to-morrow. The Banks and Insurance Offices will be closed for business to-day.

The *Courier* says that the Chinese Customs' Revenue for 1885 is nearly one million taels larger than that for 1884, a very satisfactory increase. 1886 promises to be even a better year than 1885, which is encouraging for all whose lot is cast in the land of tea, silk, and shirtings.

The Lee Yuen Sugar Refinery has been sold to Messrs. Jardine, Matheson & Co., for the China Sugar Refining Company, Limited, for $190,000. The transaction will be submitted to the shareholders of the Lee Yuen Sugar Refinery Company, Limited, for confirmation in the usual way at a meeting to be held shortly.

The steamer *Strathairly*, which arrived here yesterday morning, reports having encountered a heavy gale on her passage. She left Kuchinotzu on the 28th ult. and had strong winds and squally weather, which soon increased to a terrific gale from the N.W., accompanied with frequent heavy snow and hail squalls. She found herself in a tremendous heavy cross sea, which stove in one of the life boats and did other minor damage. The gale lasted for 65 hours. The lowest reading of the barometer was 29.85, the thermometer standing at 37.

The *Friend of China*, the organ of the Society for the suppression of the Opium Trade, laments the results of the recent Parliamentary elections in shutting out many of its supporters from the House of Commons. It says:—"The elections have dismissed some of our best friends from Parliament, we hope only temporarily. Other friends of the anti-opium movement, who now enter the House of Commons for the first time, will fill the gaps in our ranks. Yet we cannot but regret the absence of Mr. Samuel Smith, Sir Wilfrid Lawson, Mr. Arthur Pease, Sir William McArthur, Mr. James Cropper, Mr. William Fowler, and other of our long-tried friends from the House."

The bodies of the two children who lost their lives at the fire at the Po Lok Theatre on Tuesday afternoon were found after the flames had been got under, charred and burned out of all possibility of recognition. They were the bodies of a boy and a girl, named respectively Wo Fung Kung and Fung Tai Hi. As to the cause of the outbreak there are conflicting accounts. An inquest was opened by the Acting Coroner, Mr. N. G. Mitchell-Innes, at the Mortuary yesterday afternoon, and a woman stated there that she saw a girl trim and light a lamp in a room behind one of the shops underneath the gallery of the Theatre, and that she afterwards upset the lamp and broke it, the conflagration being thus caused. Another account is that a woman was frying some dumplings in fat over an earthen stove, and the pan becoming overheated the grease caught fire and sent a mass of flame up to the boarded floor of the theatre gallery above, and this being very dry and combustible, took fire at once, and immediately after spread all over the Theatre. The inquest has been adjourned *sine die* to enable the police to make further investigations.

Three coal coolies were drowned on Wednesday night, the small boat in which they were coming ashore springing a leak and sinking. Ten other coolies who were in the boat were picked up by a sampan.

The *Courier* has received from a correspondent the following notes of a recent visit to Kelung:—"We went on shore for a walk and visited all the French positions on the hill. The Chinese are building three forts here, and are putting up what are intended for a torpedo school and cartridge factory, the former on Palm Island. One fort is on the left, high up, at the back of the Custom-House, one fort on Image Point, and the third on Palm Island. The town of Kelung is being rebuilt; a number of carpenters are at work on it. I hope the Chinese will not make the mistake they did before, that of putting the guns in such a position that none of them would touch a vessel in the inner harbour; and once in there a ship could simply knock fits out of the forts without any danger to herself. A wall has been built round the French burial-ground, but the Celestials have made a breach on each side so as to have their path through it. All the headstones are knocked down and broken. I can now realise the hardships the French must have encountered on these hills, with all the rain they had here last year. There has been very little rain lately, but the ground is none the less in an awful condition. Poor creatures, they must have suffered terribly, especially as so much new ground was being turned up, a proceeding which in China always produces a crop of fevers, generally of a malignant type."

The *Japan Herald* says:—The native papers seem greatly exercised at the advent in these waters of the ships of the China Merchants' Company, and console themselves with the fact that the Chinese steamers are generally of comparatively small dimensions, and that they are less numerous than those of the Nippon Yusen Kaisha. This, however, seems to be leaning upon a broken reed, and the facts would rather tell in favour of the opposition than against it. The Japanese Company has too many ships, and many of these are too large for the work on which they are employed. Take, for instance, the case of the *Yamashiro* and *Omi*, running between this and Kobe, which vessels must, we should think, show a considerable debit balance as the result of their working from first to last. The mere fact that the Chinese vessels are small need not prevent the line being a paying one, and if it is run judiciously and economically there is no reason why it should not succeed, especially if extended to Hakodate, as much, if not all, of the sea-weed shipped from that port goes to China. It is nevertheless a moot question whether the line will be a permanent one. The trade on the coast of China is large and increasing, and with their monopoly of the carriage of the tribute rice from the southern ports the Chinese trade of the Company would—we should think—be too valuable to be abandoned for the comparatively meagre profits to be derived from an opposition line to Japan. It may suit the Chinese to temporarily employ on this route, as they have done on former occasions, some of their vessels which are, during the winter, thrown out of work by the closing of the Peiho, but we should not be at all surprised to find—as formerly—the vessels withdrawn as soon as the northern Chinese ports are again opened, but the excitement caused by the arrival of the Dragon flag on the coast of Japan does not impress one with the belief that the Japanese have any great confidence in their own powers to combat competition.

LATEST TELEGRAMS.

LONDON, 2nd February.

THE MINISTERIAL CRISIS.

It is announced that Mr. Gladstone has accepted the task of forming a new Ministry, and Parliament has been adjourned pending its formation.

The only appointment suggested at present is that of Lord Rosebery as Secretary of State for the Colonies.

THE GRECIAN DIFFICULTY.

Lord John Hay will take command of the combined squadrons in Suda Bay.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday afternoon, when there were present—

H.E. the Hon. W. H. MARSH, C.M.G., Acting Governor.
Hon. Sir GEORGE PHILLIPPO, Chief Justice.
Hon. F. STEWART, Acting Colonial Secretary.
Hon. E. L. O'MALLEY, Attorney-General.
Hon. A. LISTER, Colonial Treasurer.
Hon. J. M. PRICE, Surveyor-General.
Hon. P. RYRIE.
Hon. W. KESWICK.
Hon. T. JACKSON.
Hon. F. D. SASSOON.
Hon. WONG SHING.

MINUTES.

The minutes of the previous meeting were read and confirmed.

THE INDIAN AND COLONIAL EXHIBITION.

The ACTING COLONIAL SECRETARY—By direction of H.E. the Officer Administering the Government I lay upon the table an application for a vote for the expenses of this Colony in connection with the Indian and Colonial Exhibition, together with the correspondence attached.

The CLERK OF COUNCILS read the minute:—

The Officer Administering the Government lays before the Council an application which has been received from the Chairman of the Commission appointed by Sir George Bowen in January, 1885, to arrange for the proper representation of Hongkong at the Colonial and Indian Exhibition to be held in London this year. The Chairman, on behalf of the Commission, asks for a further grant by Government of £2,000, to meet the expenditure on account of the exhibits forwarded by this colony, the sum of £500 which was voted by the Council on 4th November last having proved wholly inadequate for that object.

Part of the Exhibits have already gone forward and the remainder are nearly ready to be shipped. H. E. recommends the Council to vote the further sum now asked for by the Commission to enable the colony to be worthily represented at the Colonial and Indian Exhibition.

The ACTING COLONIAL SECRETARY—I move that this minute be referred to the Finance Committee.

The COLONIAL TREASURER seconded.

Hon. W. KESWICK—I beg to move an amendment that the money be voted now. It has been informally before the Finance Committee, and I believe the view was unanimously in favour of the vote being granted. The object is one which is recognised as of exceeding importance to this colony, the funds necessary not having been otherwise provided to enable the Colony to be worthily represented at the exhibition, which is to be opened in May. There is a fund which has been got up called the Guarantee Fund, but the money which was thus raised was clearly not intended in the first instance to meet the expenses connected with the exhibition, but was looked upon by the contributors to it as a reserve fund; and it therefore becomes important that the money so required should be voted at once, as there are no subscriptions whatever. We shall be following the example set by other colonies in voting this additional sum for the expenses of the exhibition, £500 having been previously granted. I am sure that with this sum and what we shall have beside—for we shall have to call on the guarantee fund also, and with the sum now provided, we shall be able to represent the colony as favourably as the circumstances will admit of. I think it would be well, without the further delay of referring the subject to the Finance Committee, that the sum should now be voted, and I beg to move that the Council do now vote £2,000 towards meeting the expenses of the colony in taking part in the Colonial and Indian Exhibition to be held this year in London.

Hon. T. JACKSON—I have great pleasure in seconding the proposition.

His EXCELLENCY pointed out to Mr. Keswick that the resolution as proposed was irregular, as all propositions for votes of money must be made by the Government.

Hon. W. KESWICK—The wording of my previous motion not being quite in accordance with what the rules require, I beg to alter it to this effect—That the proposed vote be taken into consideration now without being referred to the Finance Committee.

Hon. T. JACKSON—I beg to second the amendment.

Hon. P. RYRIE—It was referred to the Finance Committee.

Several members informed the hon. gentleman that it was only informally before that body.

The ACTING COLONIAL SECRETARY—I move that the Council vote the sum of £2,000 towards the expenses of this colony in connection with the Colonial and Indian Exhibition.

The COLONIAL TREASURER seconded.

Carried.

PEDDER'S WHARF.

The ACTING COLONIAL SECRETARY—I move that the following votes recommended by the Finance Committee be passed—$5,000 carried over from a previous vote for Pedder's Wharf and $4,300 additional required for the use of arانga wood.

The COLONIAL TREASURER seconded.

Carried.

THE SURVEY OF COPPER BOTTOMED SHIPS.

Hon. W. KESWICK—Your Excellency, at the last meeting of Council the subject of the alteration that I maintained had occurred in the system of surveying wooden vessels since the 7th April, 1884, by requiring them to dock was introduced by me, and I inquired if any explanation could be given. The explanation the hon. the Attorney-General gave was apparently satisfactory. On looking further into the subject, however, I find that what was mentioned by me at the last Council meeting was in accordance with fact, namely, that since the 7th April, 1884, the necessity for docking wooden vessels has been insisted upon by the Marine Surveyor, whereas previous to that no such necessity appeared to exist. In 1879 Ordinance No. 8 was passed, and under that Ordinance the paddle wheel boats of the Hongkong, Canton, and Macao Steamboat Company were not required to be docked for survey with a view to obtaining certificates until the date I have mentioned. Since then the steamers have been docked for the mere purpose of inspection and not for repair, which, it is contended, is a hardship. At the last meeting allusion was made by the Attorney-General to the *White Cloud* as having come here in 1881. That vessel was running between Hongkong and Macao during the whole of 1880 and 1881. Allusion was also made to the *Kiungchow* and *Pingon*. Both of these were screw steamers and necessarily had their fittings under water. Screw steamers, whether of wood or iron, necessarily must dock at least once a year, but it is otherwise with paddle steamers which have their fittings above water where they can be seen. I understand, also, it is customary in Her Majesty's navy for wooden vessels which are coppered to be docked once in three years, and it is certainly considered inadvisable that wooden vessels should be docked more frequently than that. I have here a return of the dockings of the steamers *Kiukiang* and *White Cloud* from the passing of Ordinance 8 of 1879 until the 7th April, 1884, the date upon which docking for inspection only was insisted upon. The *Kiukiang* in the year 1880 was not docked. In July, 1881 (her previous docking having taken place in June, 1879), was docked for repairs on bottom. In October, 1882, was docked for remetalling. In the year 1883 was not docked. The *White Cloud*, in May, 1880, was docked at Aberdeen for the purpose of patching metal. She was docked without the knowledge of the Government Marine Surveyor, who did not see her. In February, 1881 (Captain Benning reports), she was surveyed by Mr. Sleeman alongside the Company's wharf, and certificate granted for the following year, but nothing was said about docking. In the following month (March), however, the Company found it necessary to dock the steamer for remetalling. In the year 1882 she did not dock—the Attorney-General states "because of the pressure of work and for the convenience of the Company," but Captain Benning reports "on 3rd April, 1882, laid up with loose piston rod at Kowloon Dock until 7th, but was not asked to dock by Mr. Brewer, who surveyed us, and did not dock." In March, 1883, was docked for new keelsons, &c., and for remetalling, which, however, would have been deferred until the following year (1884) had it been known that the vessel would then have been compelled to dock for inspection. The Company feel that the rule requiring a vessel to dock is unnecessary and a hardship. If it were necessary they would not object, but the docking simply for survey is not necessary. In view of there being a possible difference of opinion as to the reading of the Ordinance on the subject I have brought forward a resolution, but I maintain the certificate could be given without the necessity of docking, and I do not think docking should be called for. The resolution I propose is:—"That it is desirable to amend the Merchant Shipping Consolidation Ordinance, 1879, by adding immediately after the words '(1) That the hull of the ship is sufficient for the service intended and in good condition' (section V. sub-section 8 clause *(a)* paragraph I.), the words following, that is to say, 'provided that such Government Surveyor shall declare that the hull of any wooden paddle-wheeled river steamer is sufficient for the service intended and in good condition without requiring such river steamer to be docked, if it be reasonably proved to him that such river steamer has been re-metalled within the three years immediately preceding the date of survey and that she has not grounded since the last survey.'"

Hon. P. RYRIE—Your Excellency, I beg to second the resolution proposed by my hon. friend opposite. I must say it seems inexplicable to me why, after so many years, suddenly these gentlemen who are connected with the Harbour Master's department and the Marine Survey department should come down on these steamers. There is something behind it, I am confident. What do they mean by it—what do they mean? They know these ships as well as any ships in the harbour. They say they cannot be examined by divers. That is contrary to the opinion of every Naval officer in port with the exception of the gentleman who acts as Harbour Master at present. How he can say so when in the Navy they always employ divers I do not understand. I don't believe he can ever have been in a ship that has been surveyed. I have it on the highest naval authority that these ships lying light can be taken into clear water, into 12 ft. of water, and a diver can walk round them in proper diving dress and see if there is a nail loose; and yet this gentleman writes to the Government to say that our suggestion that divers should examine the bottom is a mere quibble. How any gentleman can give himself away in that manner I cannot understand. I think these vessels, being wooden vessels copper bottomed, can be examined quite well in the harbour and the diver can bring up a report if there is anything wrong as easily as I can look up at this ceiling and tell whether there is a spot on it.

The ATTORNEY-GENERAL—Sir, I wish before this motion is put to the Council, to say one or two words with reference to it, and more particularly with reference to the observations made by my hon. friend who has moved the resolution upon the answer which was given to his question at the last meeting of Council. I stated then, I think—at all events I am sure it must have been well understood by the Council—that I was speaking from the information which had been obtained from the proper authority as to the facts. The statement I made was strictly in accordance with the terms in which the information was given, and although I must admit there at first sight seems to be some discrepancy between the facts stated by me in answer to my hon. friend's question and the facts which he is now in possession of and which he has detailed to us, I think it will be found when they are carefully compared that a good deal turns on the distinction which I think is drawn now—but which was not drawn in the question in the form in which it was put—the distinction between special docking for the purpose of examination and docking at such times as would have afforded, and perhaps did afford facilities for examination. It seems to me, as far as I can gather—of course I cannot speak accurately on the point without the figures before me—but it appears from the statement of the hon. member that these ships were docked at the times stated in the answer given at the last meeting, but what seems to be doubtful is whether they were specially required to be docked for the particular purpose of survey or whether the Marine Surveyor did not content himself with the fact that they had been docked as sufficient compliance with the requirements of the Ordinance. I take it, the explanation of the discrepancy between his facts and ours will be found in that practice; but I have no doubt careful inquiries will be made on that point and to ascertain how matters precisely stand, and a report will be called for. Now with regard to the resolution, I think there is something to be said on the other side of the question. The practice is now, whatever it may have formerly been, in accordance with the requirements of the law. The law is in the same terms as the Merchant Shipping Act, under which surveys of this kind are conducted in England. The manner in which those surveys are to be carried out has been prescribed with a great deal of care and a great deal of detail by the Board of Trade in their regulations, and among other regulations which they lay down for Surveyors in carrying out these surveys is this, which I read from the regulations themselves:—"The surveyors before granting a declaration for twelve months, shall be careful to make an examination of the outside of the ship in a dry dock, timbers, braces, bolts, etc. Before surveyors pass the hull of a vessel they should see it is fit to go into water." Now these regulations apply to all ships, without any exception in favour of wooden ships that come within the purview of the Act, and they have been laid down, as I have said, for the regulation of surveyors who are conducting the same kind of survey which surveyors are required to make here by Ordinance 8 of 1879. The question of the survey of ships is provided for in our local Ordinance, but at the same time the subject is one for which the Board of Trade have made uniform provision wherever the Merchant Shipping Act applies; and all the alterations, I think it is within the knowledge of the Council—almost all the amendments to the Merchant Shipping Ordinance made here have been introduced more or less on the suggestion of the Board of Trade with a view of keeping the Ordinance in strict harmony with the policy of the Board of Trade and the Merchant Shipping Acts at home. And although the amendment of the Ordinance in the manner proposed is a subject on which the unofficial members of this Council are specially qualified in many ways to pronounce an opinion—more competent than the members of the Government itself in many ways—yet I think there are good reasons why the Government should hesitate to accept such an amendment as proposed. The Board of Trade, or the Government Surveyor in this Colony, intervene in these matters and insist upon the observance by passenger ships of certain conditions in the interests of passengers, that is to say, the travelling public who use these ships. It is not to be supposed they of themselves have the knowledge or opportunity of seeing whether the conveyance provided for them reasonably complies with the conditions required. The Government takes on itself by Ordinances of this description to be to a large extent answerable for the safety and sufficiency of vessels provided for public travelling. That is the position taken up by the Board of Trade, and it is the only position which would justify the Government in interfering with matters of this kind at all. Now I submit if that is so, a local Government such as this, with no large opportunities of forming opinions of its own on questions of this kind, which I may say are scientific questions, is bound to be guided by such guidance as is provided for it by the Board of Trade, which has the best scientific advice and the largest range of observation in determining what regulations are necessary. It would be a very rash thing for the Government here to abandon a regulation the Board of Trade has found it necessary to impose in favour of such a provision as is proposed to be incorporated here. The effect of the amendment of the law as proposed by my hon. friend's resolution would come to this: Let the Government, as before, guarantee to the public the safety of these ships, but instead of satisfying itself as to their safety in the way the Board of Trade provides and requires, instead of taking the test which the Board of Trade has laid down as being proper and sufficient, it shall take instead a test of an altogether different character; that is to say, it shall be reasonably satisfied without examination, on some report or other, that the ship is in a proper state. Now what I would suggest is that if the Government has taken on itself to make these surveys, and make them as a guarantee to the public of the safety of the ship, it ought to be allowed to do it in its own way, and unless the Board of Trade see fit to make some modification in favour of ships of this description the existing law should remain as it is. I would suggest the best way of dealing with this question, if my hon. friend sees fit to adopt it, is that the fact that such a proposition as this has been approved of by the unofficial members of Council should be reported to the Board of Trade, who exercise a minute supervision over such matters, and that the question be submitted to them. This would be better than calling on the Government to take the course proposed.

Hon. P. RYRIE—We are not governed by the Board of Trade. What have we got to do with them?

Hon. T. JACKSON—Your Excellency, I think the Board of Trade, in framing these regulations, were legislating more for ocean going steamers than for river steamers, because there are no river steamers of this kind in England to any extent.

His EXCELLENCY—On the Thames.

Hon T. JACKSON—But that is only for a very short distance, and I do not know whether these regulations would be carried out with reference to the steamers which ply on the Thames. I think that in dealing with these matters we must be guided by what is reasonable, and I think it is unreasonable if, as the Naval authorities state, the hull of the vessel can be surveyed by putting her into clear water, that she should have to be docked every year for survey by the Marine Surveyor. There is no question that putting a wooden vessel into dock does not do it any good. Her lines may be warped, and apart from the inconvenience caused there is a chance of possible loss. I trust that the Council will agree to the proposition of my hon. friend opposite, and that they will not insist on these vessels being docked every year for survey, but that on the other hand the Marine Surveyors will be satisfied with what is reasonable, and will ascertain the condition of the vessel's hull without putting her in dock by seeing by divers whether she is suitable for traffic. I do not think too much supervision can be exercised over vessels as regards engines and boilers, but as regards vessels running between Hongkong and Canton there cannot be the slightest chance of loss of life from the condition of the hull of the steamer, as it is in a river the whole way.

His EXCELLENCY—I will ask my hon. friend who makes this motion whether he will withdraw it for the present and allow it to be referred to the Secretary of State for the consideration of the Board of Trade. I do not think I should be justified in sanctioning any alteration in the law at present existing without reference to the Secretary of State, circumstanced as I am. I understand that there is a uniformity of practice in other colonies established by the Board of Trade, and we should be disturbing this uniformity of practice if we were to agree to such a proposal as that which has now been made. I would therefore suggest that the course I have named should be adopted, if my hon. friend will withdraw his motion. I will undertake to forward any statement which the Chamber of Commerce may think fit to make upon the subject for the consideration of the Secretary of State. It does seem to me that there might be some exceptional legislation for these steamers, but I do not think I should be justified in sanctioning an alteration in the law on that subject without first referring it to the Secretary of State.

Hon. W. KESWICK—Your Excellency, I have much pleasure in accepting the suggestion you have made with regard to this motion. Its object, I hope, may be obtained, without an alteration of the law, as I think the question rests simply on the interpretation.

His EXCELLENCY—I think it is in the law itself.

Hon. W. KESWICK—Regard should be had, I think, to the special waters in which these vessels ply. They are not ocean going vessels, but are more like ferry boats, and the whole of their machinery and their fittings are above water. It has occurred to me, and I think to most people who have considered the subject, that it is not so much in the law as in the application and interpretation of it that the difficulty arises. It is intended that the hull of the ship shall be sufficient for the service intended. If the surveyor can satisfy himself that the hull is in that state without the vessel's being docked I see no reason why a certificate to that effect should not be granted; but I have much pleasure in complying with your Excellency's suggestion, and I hope this discussion will have answered its purpose.

HIS EXCELLENCY—I would suggest that the Chamber of Commerce should state the case fully.

The CHIEF JUSTICE—Or the Company.

His EXCELLENCY—Yes, or the Company.

THE RELIGIOUS CEREMONIES AND FESTIVALS BILL.

The ATTORNEY-GENERAL moved the second reading of the Religious Ceremonies and Festivals Bill. He said the Council would probably remember that some months ago a good deal of discussion took place about the principles and rules upon which processions, Chinese processions more particularly, and Chinese celebrations of noisy descriptions were mantained, and it was found, in the course of some proceedings which took place before the Magistrates, that there were doubts and difficulties arising out of the confusion into which the law had in the course of a number of years fallen. It had been thought desirable, therefore, to repeal the existing provisions of law, some of which appeared to clash with others, and the whole of which together produced a very inconvenient procedure, and to provide for the regulation of these matters on an entirely new footing. Under the former system it was necessary for Chinese who wanted permission for processions and the erection of structures for their religious and other celebrations to apply for permits to various departments of the Government. He thought it was necessary to go to the Magistrates, to the Surveyor-General, and then specially the Governor. Under the new Ordinance it was intended that the granting of permits in cases where permits were necessary should be in the hands of the Registrar-General. The Registrar-General was the officer of the Government who was specially acquainted with the customs and habits and manners of the Chinese, and who would always be able to draw a distinction between processions and celebrations involving some little inconvenience and annoyance at times, it may be, to other members of the community, but which are reasonably within the scope of what the Chinese population in a place like this may reasonably claim, and those in which there was no good object to be obtained. It was intended to distinguish between the City of Victoria and the country, and again between the districts 5 and 6 of the city and other portions of the city. Broadly speaking districts 5 and 6 might be said to be districts specially appropriated to the residences of the European part of the population, and within the limits of those districts it was intended that, with the exception of funerals and marriages, which must go on, no celebrations should be allowed without permission obtained in accordance with the provisions of the Ordinance. The hon. gentleman then explained the various sections in detail, and with reference to that governing the erection of structures of inflammable material said that when the Council went into Committee he would propose the insertion of words "sheds and decorations of cloth covered material," that being a condition considered necessary by the Surveyor-General. They might perhaps also leave out the words "removed at least 100 yards from any building," because there might be many cases where less than 100 yards would answer all necessary precautions. He said that broadly the principle of the Ordinance was to give to the European portions of the city the largest possible protection against anything in the way of annoyance from these Chinese proceedings, and on the other hand to give to the Chinese portion of the city, where such things were not likely to interfere very much with the peace and comfort of the European population, the largest possible liberty to do as they pleased.

Hon. P. RYRIE said there was a strong objection to section 12, which allowed the Chinese to have music all night in their houses, as there were many Chinese houses among the European ones.

HIS EXCELLENCY said that was a point which should be discussed in Committee.

The Bill was read a second time.

ADJOURNMENT.

The ATTORNEY-GENERAL moved that the Council resume consideration in Committee of the Bill for regulating the printing of newspapers and the keeping of printing presses.

Hon. P. RYRIE—This being the eve of the Chinese New Year I beg to move the adjournment of the Council.

Hon. T. JACKSON—I beg to second that.

The amendment was put and carried, and the Council adjourned until Wednesday next at four o'clock.

CRICKET.

A cricket match will be played to-day, commencing at 10 a.m., between the following teams:—

BANKERS AND BROKERS.	LAWYERS.
G. S. Coxon, Capt.	F. H. O. Wilson, Capt.
C. P. Chater	C. E. Bowles
W. Dunman	D. E. Caldwell
V. A. C. Hawkins	Y. H. Deacon
G. R. Johnston	E. A. Haseland
W. B. Robertson	C. E. Holworthy
H. M. Skene	A. J. Leach
G. Stewart	G. C. C. Master
A. G. Stokes	A. P. Stokes
H. W. Wallace	F. Webber
T. H. Whitehead	A. G. Wise

Tiffin will be provided on the ground at 1 p.m. As no coolies will be on the ground, players are requested to come down punctually, and do their own fielding.

Also on Friday and Saturday, commencing on Friday at 11.45 a.m., a match will be played between the Hongkong Cricket Club and the Ladies' Recreation Club:—

LADIES' RECREATION CLUB.	THE HONGKONG CRICKET CLUB.
W. H. F. Darby, Capt.	H. F. Whyte, Capt.
C. P. Chater	C. S. Barff
G. S. Coxon	G. B. Bramwell
F. A. Harris	T. E. Davies
V. A. C. Hawkins	W. Dunman
C. E. Holworthy	M. D. Graham
G. R. Johnston	G. Grimble
A. J. Leach	A. H. Jackson
W. B. Robertson	W. Watson-Fike
G. Stewart	A. de C. Scanlan
A. K. Travers	F. H. O. Wilson

By kind permission of Admiral Rieunier the Band of the flag-ship *Turenne* will play on the Cricket Ground on Saturday afternoon.

TURF NOTES.

With much expectation did I proceed to the Course this morning as I heard rumours of some fast times to be done; and as I always like to back my opinion, poor though it may be, on Race Days, I find it necessary to see all I can. So anxious was I that I imagined, in my dreams, two ponies chasing each other up and down, here kicked along at a furious gallop, there striding on easily and gracefully, until at last with the aid of a little whiskey they changed into the form of our two local violinists, playing that most charming little duet of last evening.

* * * *

The Course was not so good going as I had expected. I do not wish to worry our hard working Clerk of the Course. We all know that these honorary positions mean "more kicks than halfpence"; but I would point out that it only requires a lot of rolling *in certain parts* which are easily discernible, to make it as near perfection as possible.

* * * *

One of the first gallops which commanded my attention was that of Shamrock and Ambassador. I was surprised to see the last named going so well, and although the handsome brown was hard held at the end, I should have expected a greater difference between the pair. Send them along a bit faster, Mr. Gordon, before you make a match with that curious little bit of stuff called Lucifer, otherwise I fear the Mandarin will gather in your shekels with "dovelike simplicity." I did not get all the time, the last ½ mile was 1min. 52sec., cantering.

* * * *

Two "Shanghai selected" griffins, Master Vinegar and another, then performed 1¼ mile in 4min. 05sec.; but I think my watch must have stopped. Conservative and General Prosit were sent along for a distance, the weight on this occasion being on the last named, and as far as I could make out Conservative about held his own against what is generally supposed to be a far superior animal.

* * * *

Mr. Ten Broeck extended all his live stock—Dunkeld and Herschel—1¼ mile in 3mins., going very easily at the end. The "Horse" (looking extremely bulky about the body and waist) was mounted on the skewbald. Moon and Wild Wood also went the same distance, under similar conditions, and the watch showed the same time within half a second.

* * * *

Of the lot under training in Mr. Paul's hands, Marauder, (weight up) Grey Dawn, and Cromorne galloped 1¼ mile in 3min. 03½sec. The first named had about enough of it at the end; but it is a good performance as the pony is still very gross.

Reefer, Idleboy, and another griffin made a good mile in 2min. 23sec., the chestnut finishing very easily. Belgravia's mile was 2min. 22sec. This pony is going well "and don't you forget it." Cheapside and Fun both seem in good order. Because they are not doing fast time is no reason for supposing that they cannot do so. Tycoon was not moving in her old accustomed way, but after cantering round once his action seemed to be freer.

* * * *

The Blue and Silver ponies I understand were sweated yesterday and so were confined to

trotting exercise for the most part. Mr. Hutchings rode Mavis for 1½ mile; time 3min. 40sec. The way this pony lifts his tail when touched up, is rather ominous. He is *not* the winner of the Derby. Both Honesty and Conqueror seem to be very much worried by the running rein in use and they do not appear to be such hard pullers. I have not looked to see where Freckles is entered, but he looks like being trained for a two-mile race.

• • • •

Mr. Kremor's Combination gave the on-lookers a treat in the way of galloping, evidently with the idea of shewing them that his stable is not a myth. And while taking what the Mandarin says *cum grano*, and a good deal of *grano* too, still all his talkee-talkee is not mere gas, as we saw this morning.

Councillor (Mr. Dunman) and Lucifor (ridee boy) went out under orders to do the 1½ mile inside 4min. 10sec.—the result was 4min. 08sec., a truly fine performance. Councillor's moving is not the "poetry of motion," but *he can gallop!*

Nectar covered the same distance by himself, tearing away for the first mile pretty fast. The time here was half a second less than Councillor's.

One mile was galloped by Meteor (Mr. Dunman) and Torreador (Boy) in 2min. 18⅔sec. the fastest time done up to the present at this meeting. Gladiator and Hard Times rattled over the same Course in 2min. 21sec., the weight being on the former pony. Which will be Mr. Kremor's selection for the Derby is difficult to say, all the three being much fancied, though if anything public opinion points to Meteor as the favourite from this stable.

• • • •

At present the Kremor combination looks stronger than any other stable. The ponies are in excellent fettle and have done the fastest times, but it must be borne in mind that so far the other stables have not put their ponies to the test *at all*; later on they, too, will have to gallop, when we shall doubtless see even better performances with so many first class ponies in opposing interests. We are bound to have some fine racing, and should the weather be propitious the coming Race meeting should be almost without parallel in the annals of Racing in Hongkong. WAX.

3rd February, 1886.

POLICE COURT.

3rd February.

BEFORE MR. A. G. WISE.

DRUNKENNESS, ETC.

John Perry, seaman, was charged with drunkenness, disorderly conduct, and wilful damage to crockery in the Sailors' Home on the 2nd inst.

The defendant, while under the influence of liquor, made a considerable disturbance in the Sailors' Home, struck one of the boys, and broke a plate.

Fined $2, and in default sent to gaol for a week.

William Kelly and Gustavus Robeck, seamen, were each fined half a dollar for having been found helplessly drunk in the streets on Tuesday night.

Charles Johnson unemployed seaman, was fined a similar amount for drunkenness and disorderly conduct.

THE CHARGE OF PIRACY AND MURDER.

Cheung Chi, boatman, was before the Court, on remand, on the warrant issued at the application of the Chinese Authorities charging him with piracy and murder within the jurisdiction of the Emperor of China.

Mr. Ewens prosecuted on behalf of the Chinese Authorities. Mr. Wotton defended.

Mr. Wotton said he was not prepared to take up the defence at present, and he applied for an adjournment.

The case was further remanded for a week.

PIG STEALING.

Chau Asz, unemployed, was charged with stealing a pig, value $2, at Mong Kok, on the 3rd inst.

The prisoner stole the pig for China New Year's chow from the sty of a man named Cheung Su, at Mong Kok, in the small hours of yesterday morning, and was found with it in his possession by P. C. Stewart.

Sentenced to six months' hard labour. He had been in gaol twice before.

FALSE PRETENCES.

Li Chu Tong, bricklayer, was charged with having obtained by means of false pretences 50 catties of rice, value $2.55, from one Lai Chok on the 2nd inst.

The defendant went to the Shang Un rice shop, East-street, and produced an order for 50 catties of rice, and the order bore the chop of the Chan Sun Ki. Lai Chok supplied the rice on the strength of the order, but being suspicious he followed the prisoner to Lascar Row. The man there noticed him, upon which he dropped the bag and ran away, but Lai Chok pursued and caught him. The chop was subsequently found to be a forgery and an imitation only of the Sun Ki chop. The prisoner was formerly in the employ of the Sun Ki shop.

Sentenced to six months' hard labour.

HOUSEBREAKING.

Li Chin, coolie, was charged with having broken and entered the dwelling of a man named Chung Asan, on the first floor of No. 18, Tank Lane, armed with a deadly weapon, and with intent to commit a felony.

The prisoner broke the lock off the door, but as he was on the stairs of the house a district watchman came by and saw him. He called to the prisoner, who came downstairs with a knife and a chisel in his hand. He arrested the man and took him to the Station.

The defendant said he went to look for a friend.

Sentenced to six months' hard labour, the first and last fourteen days to be in solitary confinement.

POCKET PICKING.

Li Akan, unemployed, was charged with stealing a purse containing 50 cents from the person of Fung Kun, carpenter, on the 3rd inst.

The defendant and some other lads got round complainant, and the first named put his hand in the man's pocket and got his purse, which he handed to one of the other boys. Complainant seized the defendant.

Sentenced to six weeks' hard labour, and ten lashes of the rattan on the breech.

A SUSPICIOUS CHARACTER.

Keung Fui Tsai, coolie, was charged with being a rogue and vagabond.

A lokang saw the prisoner and four others following a man on the Praya. As the defendant was a known thief he began following, too, upon which the prisoner and the others ran, and the prisoner was caught.

The prisoner had been in gaol three times before, and he was ordered to find two sureties of $10 each for his good behaviour for six months. In default he was committed to prison for three months.

BEFORE BOTH MAGISTRATES.

HIGHWAY ROBBERY.

Cheung Asam, unemployed, was before the court, on remand, charged with having been concerned with others not in custody in being armed, attacking two cattle dealers named Wong Apui and Chung Aying, and robbing them of money and clothing to the value of $174.80 at Kowloon, on the 1st inst.

The complainants stated that they traded from Hing Sang to Hongkong, and on the day in question they were on their way home from Yaumati. One was carrying a bundle which contained $171 in silver, clothing worth $2, and two bills of exchange for $79 and $121 respectively. When near Ma Tau Wai the defendant and three other men came up and seized them. The prisoner, who was armed with a large broad knife, tried to get possession of the bundle, but the complainant held on to it, and the prisoner struck him with the back of the knife, and seized him by the queue when he tried to run away. One of the other men then snatched the bundle from him, and when he made an attempt to recover it the prisoner struck him on the back of the hand with the back of his knife. The complainants shouted for the police, and a lokang came up soon afterwards. They then found the prisoner concealed on the hillside, and recognised him. The other men had effected their escape with the bundle. The knife was found by the lokang close to where the prisoner had been arrested.

The prisoner said he was only passing by; some other men committed the robbery, but he was arrested and beaten.

Sentenced to two years' imprisonment with hard labour.

PERAK SUGAR CULTIVATION COMPANY (IN LIQUIDATION.)

The adjourned annual general meeting of the shareholders in this Company was held at the Company's Office, No. 3, Nanking Road, Shanghai, on the 28th ult. Mr. W. V. Drummond (Chairman) presided, and there were also present Messrs. E. G. Low and W. S. Wetmore (Directors), G. H. Wheeler, H. Sylva, A. J. M. Inverarity, W. Judd, W. B. Jamieson, Yuen Kee, and C. J. Dudgeon (Secretary.)

The report and accounts were presented, as follows:—

The accounts which are now presented cover all expenditure up to the end of 1885, and may be said practically to represent the cost of bringing the Gula Estate into cultivation to the extent of 600 acres.

There is little that requires explanation. The item "Plant" represents the actual cost of the machinery, &c., on the estate; this is all new with exception of the launch which is allowed to remain at its original cost, as it has lately been overhauled and put in thorough repair; the cost of the repairs is charged in "Working Account." "Liquidation expenses" appear as an asset, as, according to agreement, they have to be paid by the new Limited Company.

Advices have been received from the Estate that the manufacture of Sugar has commenced. A loan of $5,000, on security of the crop and renewable when paid off, has been obtained; negociations still continue with a view of obtaining the further amount required.

W. V. DRUMMOND, Chairman.

Shanghai, 23rd January, 1886.

LIABILITIES AND ASSETS,—31st December, 1885.

Dr.		Tls.
To capital, paid up		250,000.00
To sundry creditors		32.82
		Tls. 250,032.82

Cr.		Tls.
By cash on current account at Agra Bank		2,744.98
By cash at Agencies		2,534.98
By Lamut Estate		2,510.51
By plant—mill	Tls. 42,352.50	
Sundry plant, consisting of launch, cargo-boats, cane-boats, wagons, and rails, &c.	12,251.65	
		54,587.15
By mill buildings		20,730.88
By liquidation expenses		541.13
By furniture at Shanghai, Penang, & Gula		1,690.90
By concession purchase		42,500.00
By balance of working account to 31st October, 1883		14,650.83
By balance of working account to 30th November, 1884		55,914.78
By balance of working account to 31st December, 1885		51,626.73
		Tls. 250,032.82

WORKING ACCOUNT TO 31ST DECEMBER, 1885.

Dr.			Tls.
To General charges:			
Agencies—Penang	Tls. 751.33		
Shanghai	524.91		
		1,276.24	
Estate—Launch	2,672.49		
Hospital	737.41		
General	832.27		
		4,242.17	
			5,518.41
To salaries			8,956.15
To cultivation			31,112.11
To house buildings			6,607.22
To directors' and auditor's fees, less transfer fees collected			2,110.02
To exchange account			85.00
			Tls. 54,389.81

Dr.	Tls.
By interest account	2,763.08
By balance as above	51,626.73
	Tls. 54,389.81

The CHAIRMAN said the only information that it was necessary to give, in addition to what was in the report, was that 350 piculs of sugar, or about 21 tons, had been received in Penang—the result of the first working of the estate up to the present time. This did not represent the whole of the outturn, but only that part which had arrived in Penang; it yet remained to be ascertained what the whole result was. There was nothing further that occurred to him to say, unless any shareholder had any questions to put.

No questions being put,

The CHAIRMAN moved:—"That the accounts to the 31st December, as presented, be passed."

Carried.

Mr. Low said there was a matter in connection with the accounts which he wished to bring before the shareholders. There had been carried forward from the first in the accounts an amount which was the cost of the Lamut Estate; and he would ask Mr. Drummond to explain in a few words how the Perak Company came to expend that money. It was purchased in the interest of the Company. At one time it appeared as if it would be necessary to include it in the estate of the Company; but it had since been found that they had enough ground at Gula and did not require this Lamut Estate. He would move therefore that the amount of the cost should be assumed as part of the preliminary expenses of the Company; but he would first ask Mr. Drummond to explain how the Company came to spend it.

The CHAIRMAN said at the time when he had originally gone down to Perak to arrange for the selection and engagement of a manager, and thereafter the selection by the manager of the Company's land, and after that again for the commencing and opening of the estate, he first secured the services of Mr. Parkinson, who became their manager and made the estate. He (Mr. Drummond) employed Mr. Parkinson to travel throughout Perak to select the Company's property; and Mr. Parkinson did so, travelling first through South Perak and then North. Mr. Parkinson came to the conclusion land at Gula promised more favourably than any other land he had seen, so far as he could judge by going into the jungle; and he recommended him (Mr. Drummond) to apply to Sir Hugh Low and take the land at Gula for the first opening of the estate. But Mr. Parkinson was unable to say whether it would be possible to obtain enough land—600 acres—at Gula. He (Mr. Drummond) then enquired of Mr. Parkinson what land it would be best, in the Company's interest, to secure, in the event of there not being sufficient land at Gula. Mr. Parkinson recommended what was known as the Lamut Concession. This land originally belonged to Mr. Booth, who, after spending a good deal of money on it, sold it to Messrs. Gilfillan, Wood & Co.; and until their rights were acquired, the Resident would not allow anyone else to get land there. They were willing to sell it, and a gentleman who was at the head of a Company which had four estates in Penang was very anxious to buy it. Mr. Parkinson therefore recommended him (Mr. Drummond) to lose no time in securing it; and he authorised Mr. Parkinson to telegraph at once to Singapore and buy it. The money was sent out by the Directors, and the land was bought. At the same time, as he (Mr. Drummond) had no direct authority to authorise Mr. Parkinson to do this, he felt that he was taking considerable responsibility; and he felt bound to say that if the Company did not wish to take this land eventually, he would take it over himself and refund the amount to the Company. Of course the value of the land was very uncertain; and since that time it had become morally certain that they would get the whole of their property at Gula. They had not got the title deeds and plans; but that was owing to some mistake as to boundaries. As this land was acquired wholly in the interest of the Company, and on the recommendation of the manager of the Company, Mr. Low, acting on his own behalf, had proposed that the Company should accept the responsibility of the purchase and reckon the amount as part of the original expenses of the formation of the Company. He thought this explained the matter as fully as he was able to do in a few words; but if any shareholder wished to ask any question about the matter he would answer them.

Mr. Low said as it was perfectly clear that the land was bought solely and entirely in the interest of the Company, he begged to move:—"That the amount standing in the accounts as 'Cost of Lamut Estate, Tls. 2,510.51,' be assumed as part of the preliminary expenses of the Perak Sugar Cultivation Company."

Mr. WETMORE seconded the motion.

Mr. JUDD—Does the Company propose to make any use of the estate, or is it possible to sell it in any way?

The CHAIRMAN—I think not. I think the Company will be able to get the whole of its land at Gula; and although it is not possible to say with certainty, my own impression is that it is not worth the Company's spending either time or money over.

The motion was carried.

The CHAIRMAN said this concluded the business.—*Daily News.*

The author of "Tom Brown's School Days" now disguised as Judge Hughes, has just given what may be called an umpirical decision at the Stockport County Court. The dispute was about a walking match, and the judge decided to have the match walked over again in his own presence next month. Nothing could be more characteristic of the genial creator of "Tom Brown."

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON via SUEZ CANAL	Orestes (str.)	Hutchinson	Hongkong	Butterfield & Swire	On 7th inst.
LONDON via SUEZ CANAL	Glenartney (str.)	Mackinlay	Hongkong	Jardine, Matheson & Co.	On or about 8th inst.
LONDON AND HAMBURG	Ophir	Samsomsen	Hongkong	Carlowitz & Co.	Quick despatch.
HAVRE AND HAMBURG	Marguerite	Omnes	Hongkong	Carlowitz & Co.	Quick despatch.
LONDON	J.B. Newcomb	Newcomb	Hongkong	Carlowitz & Co.	Quick despatch.
LONDON via SINGAPORE	Benalder (str.)	Waring		Gibb, Livingston & Co.	Quick despatch.
MARSEILLES via SAIGON, &c.	Anadyr (str.)	Delacroix	Hongkong	Messageries Maritimes	On 9th inst., at Noon.
SAN FRANCISCO via Y'HAMA	City of Sydney (str.)			P. M. S. S. Co.	On 13th inst., at 3 P.M.
SAN FRANCISCO via Y'HAMA	Oceanic (str.)			O. & O. S. S. Co.	On 23rd inst., at 3 P.M.
SAN FRANCISCO	Aruguda	Green	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Hecla	E. O. Day	Hongkong	Melchers & Co.	Quick despatch.
NEW YORK	Kale	Reiners	Hongkong	Carlowitz & Co.	Quick despatch.
VICTORIA, B.C., &c.	Alden Besse	John A. O'Brien	Hongkong	Melchers & Co.	Quick despatch.
VICTORIA, B.C.	George	W. Grant	Hongkong	Russell & Co.	Quick despatch.
PORTLAND, (OREGON)	Coloma	C. M. Noyes	Hongkong	Melchers & Co.	Quick despatch.
PORT DARWIN, &c.	Whampoa (str.)	Williams	Hongkong	Butterfield & Swire	On 20th inst., at 4 P.M.
YOKOHAMA AND HIOGO	Breconshire (str.)	Pope	Hongkong	Adamson, Bell & Co.	On or about 11th inst.
BANGKOK	P. C. Chom Klao (str.)	H. Lightwood	Hongkong	Yuen Fat Hong	On 6th inst., Daylight.
SHANGHAI	Telemachus (str.)	Jones	Hongkong	Butterfield & Swire	To-day.
SHANGHAI	Ulysses (str.)	Bremner	Hongkong	Butterfield & Swire	On 11th inst.
MANILA	Numida (str.)	Moen	Hongkong	Dunn, Melbye & Co.	On 8th inst at Noon.
AMOY AND TAIWANFOO	Thales (str.)	Pocock	Hongkong	Douglas Lapraik & Co.	On 9th inst., at Noon.
SWATOW, AMOY, & FOOCHOW	Haiphong (str.)	Hunter	Hongkong	Douglas Lapraik & Co.	On 9th inst., Daylight.
SWATOW	Namoa (str.)	Westoby	Hongkong	Douglas Lapraik & Co.	To-morrow, at Noon.

COMMERCIAL INTELLIGENCE.

WEDNESDAY, 3rd February.

OPIUM.

Quotations are:—

This year's New Malwa $530 per picul, allce. of 3 to 3½ catties.

Last year's New Malwa $540 per picul, allce. of ½ to 1½ catties.

Old Malwa ....$550 per picul, allce. of ½ to 2 catties.

Patna (New) ....$567½ to 568¾ per chest.
Benares (New) ...... 547½ to 550 " "
Benares (Old)........ 520 nom. " "

EXCHANGE.

ON LONDON.—
Telegraphic Transfer 3/3¾
Bank Bills, on demand............3/3¾
Bank Bills, at 30 days' sight........3/4
Bank Bills, at 4 months' sight 3/4¼
Credits, at 4 months' sight.........3/4¼
Documentary Bills, at 4 months' sight 3/4½

ON PARIS.—
Bank Bills, on demand 4.20
Credits, at 4 months' sight 4.25

ON NEW YORK.—
Bank Bills, on demand 81¼
Credits, 60 days' sight 82

ON BOMBAY.—
Telegraphic Transfer 222
Bank, on demand 222¼

ON CALCUTTA.—
Telegraphic Transfer 222
Bank, on demand 222¼

ON SHANGHAI.—
Bank, at sight 71¾
Private, 30 days' sight 72¾

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—195 per cent. premium, buyers.
Union Insurance Society of Canton, Limited—$470 per share.
China Traders' Insurance Company's Shares—373 per share.
North China Insurance—Tls. 300 per share.
Yangtsze Insurance Association—Tls. 128 per share.
Chinese Insurance Company, Limited—$180 per share.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$85 per share.
Hongkong Fire Insurance Company's Shares—$395 per share.
China Fire Insurance Company's Shares—$85 per share.
Hongkong and Whampoa Dock Company's Shares—79 per cent. prem.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$65 per share premium, ex div.
Indo-China Steam Navigation Co.'s Shares—10 per cent. discount.
China and Manila Steamship Company, Limited—30 per cent. discount, nominal.
Douglas Steamship Company, Limited—$50 per share.
Hongkong Gas Company's Shares—$120 per share.
Hongkong Hotel Company's Shares—$160 per share.
China Sugar Refining Company, Limited—$87 per share.
China Sugar Refining Company (Debentures)—1 per cent. premium, nominal.
Luzon Sugar Refining Company, Limited—$83 per share.
Hongkong Ice Company's Shares—$180 per share.
Hongkong and China Bakery Company, Limited—$120 per share.
Perak Tin Mining and Smelting Company—$20 per share.
Punjom and Sunghie Dua Samantan Mining Company, Limited—$8 per share.
Selangor Tin Mining Company—$5 per share.
Perak Sugar Cultivation Company—Tls. 18 per share.
Hongkong Rope Manufacturing Company, Limited—$64 per share.
Hongkong and Macao Glass Manufacturing Co., Limited—Par, nominal.
Chinese Imperial Loan of 1884 A—2 per cent. premium.
Chinese Imperial Loan of 1884 B—5 per cent. premium.
Chinese Imperial Loan of 1884 C—5 per cent. premium.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

February 3rd.

Thermometer—9 A.M.	53
Thermometer—1 P.M.	53
Thermometer—4 P.M.	52
Thermometer—9 A.M. (Wet bulb)	49
Thermometer—1 P.M. (Wet bulb)	50
Thermometer—4 P.M. (Wet bulb)	49
Thermometer—Maximum	53
Thermometer—Minimum (over night)	52

CHINA COAST METEOROLOGICAL REGISTER.

2nd February, 1886, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.94	73	81	NNE	—	of	—
Haiphong	30.03	54	86	NE	1	o	—
Hongkong	30.14	52	46	E	3	o	—
Amoy	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Wladiwostock	—	—	—	—	—	—	—

3rd February, 1886, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	30.07	75	84	WNW	1	c	—
Haiphong	—	—	—	—	—	—	—
Hongkong	30.22	52	71	ENE	5	o	—
Amoy	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Wladiwostock	—	—	—	—	—	—	—

W. DOBERCK.

Hongkong Observatory, 3rd February, 1886.

METEOROLOGICAL REGISTER.

	Previous day, at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.14	30.22	30.12
Temperature	52	52	52
Humidity	46	71	63
Direction of wind	E.	E.N.E.	E.N.E.
Force of wind	3	5	6
Weather	o.	o.	o.
Rain	—	—	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 3rd February, 1886.

FOR SALE.

CALIFORNIAN FLOUR.

The Finest FLOUR in the Market is STARR & Co.'s well known, best roller made "DRAGON EXTRA."

STRENGTH AND COLOUR UNSURPASSED TRY IT. [120

FOR SALE.

A BLACK AUSTRALIAN HORSE. GOES IN SINGLE AND DOUBLE HARNESS. AND SEVERAL MILCH COWS.

Apply to A. B., Care of this Paper.

Hongkong, 3rd February, 1886. [288

FOR SALE.

AT WHOLESALE PRICES.

SACCONES SHERRY, PORT, CLARETS, CHAMPAGNE. HOCKS, BURGUNDY. BRANDY, WHISKIES, ALE, STOUT. MACHINERY, LAWN MOWERS. SCALES, BICYCLES. PAINTS, OILS, VARNISH.

Apply to W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 1st January, 1886. [71

FOR SALE.

A MAPLE INLAID COLLENDER STANDARD CAROM BILLIARD TABLE, STYLE IMPERIAL; SIZE 4½ by 9 feet; COLLENDER CUSHIONS, Complete with all FIXTURES.

The TABLE is quite new and is still unpacked.

Apply to DORABJEE & HING KEE, Victoria Hotel.

Hongkong, 16th January, 1886. [173

FOR SALE.

CHAMPAGNE "MONOPOLE."

—HEIDSIECK & Co.—

MONOPOLE RED SEAL (medium dry).
Do. RED FOIL "SEC" (dry).
Do. GOLD FOIL "DRY" (extra dry).

CARLOWITZ & Co., Sole Agents for HEIDSIECK & Co., REIMS, For Hongkong, China, and the East.

Hongkong, 1st July, 1885. [1209

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880, WHITE SEAL.
$19 ....per case of 1 dozen quarts.
$20 ....per case of 2 dozen pints.
GRAND VIN CHATEAU LEOVILLE.
$24 ....per case of 1 dozen quarts.
CHATEAU LAROSE.
$12 ....per case of 1 dozen quarts.
PONTET CANET.
$9.50 ....per case of 1 dozen quarts.
PALMER MARGAUX.
$7.50 ....per case of 1 dozen quarts.
$8.50 ....per case of 2 dozen pints.
LORMONT.
$5 ....per case of 1 dozen quarts.
$6 ....per case of 2 dozen pints.
JOHN WALKER & SONS' OLD HIGHLAND WHISKEY.
$8 ....per case of 1 dozen bottles.
ALSO
CUTLER PALMER & Co.'s WINES AND SPIRITS.

SIEMSSEN & Co.

Hongkong, 1st January, 1884. [19

FOR SALE.

TRICHORD COTTAGE PIANOS, COMPLETE IRON FRAMING and PATENT METAL PIN PIECE, with all the latest improvements. PRICE FROM $240.

Payable also by Monthly Instalments from 15 Dollars, if required.

W. POWELL & Co.

Hongkong, 1st January, 1886. [1772

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL, PARIS, 1878.

Sold by all Stationers and Dealers. [908

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS' Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [20

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED, Is prepared to ACCEPT FIRST-CLASS RISKS at ½ % nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE, Secretary.

Hongkong, 27th March, 1882. [708a

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, Queen's Road West.

Hongkong, 14th March, 1881. [1684

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.

Hongkong, 1st January 1882. [14

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and Ports on the YANGTSZE).

THE Company's Steamship "TELEMACHUS," Captain Jones, will be despatched as above TO-DAY, the 4th February.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th January, 1886. [216

FOR BANGKOK DIRECT.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer "PHRA CHULA CHOM KLAO," Captain H. Lightwood, will be despatched for the above Port on SATURDAY, the 6th inst., at DAYLIGHT.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, 2nd February, 1886. [281

FOR LONDON VIA SUEZ CANAL.

THE Steamship "GLENARTNEY," Captain Mackinlay, will be despatched as above on or about the 8th instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, 1st February, 1886. [274

BEN LINE OF STEAMERS.

FOR LONDON VIA SINGAPORE.

THE Steamship "BENALDER," Captain Waring, expected to arrive first week in February, will receive quick despatch as above.

For Freight, apply to GIBB, LIVINGSTON & Co.

Hongkong, 26th January, 1886. [229

FOR HAVRE AND HAMBURG.

THE 3/3 L I.I. French Bark "MARGUERITE," Omnes, Master, will load here and at Whampoa for the above Ports, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co.

Hongkong, 24th November, 1885. [2084

FOR LONDON AND HAMBURG.

THE 3/3 L II Norwegian Bark "OPHIR," Samsomsen, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co.

Hongkong, 23rd December, 1885. [2276

FOR LONDON DIRECT.

THE 3/3 L II British Bark "J. B. NEWCOMB," Newcomb, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co.

Hongkong, 26th November, 1885. [2104

FOR PORTLAND, (OREGON).

THE 3/3 L I.I. American Barque "COLOMA," C. M. Noyes, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to MELCHERS & Co.

Hongkong, 2nd February, 1886. [283

FOR VICTORIA, B.C.

THE 3/3 L II British Bark "GEORGE," Wm. Grant, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 7th January, 1886. [113

FOR VICTORIA, B.C., AND PORT TOWNSEND.

THE 3/3 L I.I. American Barque "ALDEN BESSE," John A. O'Brien, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to MELCHERS & Co.

Hongkong, 2nd February, 1886. [284

FOR NEW YORK.

THE 3/3 L II German Bark "KALE," Reiners, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co.

Hongkong, 11th January, 1886. [136

FOR SAN FRANCISCO.

THE 3/3 L I.I. British Barque "ARUGUDA," Green, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 1st January, 1886. [60

FOR SAN FRANCISCO.

THE 3/3 L I.I. American Ship "HECLA," E. O. Day, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to MELCHERS & Co.

Hongkong, 2nd February, 1886. [282

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1882. [927

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co., Agents.

Hongkong, 16th November, 1872. [11

FIRE INSURANCE COMPANY, OF 1877, IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co., Agents.

Hongkong, 18th January, 1884. [184

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;

ALSO,

LONDON AND ANTWERP, BORDEAUX, LE HAVRE, AND DUNKIRK.

ON TUESDAY, the 9th day of February, 1886, at Noon, the Company's Steamship "ANADYR," Commandant Delacroix, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 8th February, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th January, 1886.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF SYDNEY" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 13th February, at THREE P.M., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 %, from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-paid Return Passage Orders, available for one year; will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 25th January, 1886.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "OCEANIC," will be despatched for San Francisco, *via* Yokohama, on TUESDAY, the 23rd February, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

ALL PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 1st February, 1886.

INSURANCES.

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS, Agents, Sun Fire Office.

Hongkong, 12th May, 1881. [12

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—
On First-class European Tenements ....at ½ % Net per Annum.
On First-class Godowns, & Merchandise stored therein ....at ½ %, Net per Annum.
On Coals ....at 1 %, Net per Annum.
On Petroleum in licensed Godowns ......at 1½ %, Net per Annum.
On First-class Chinese Tenements ....at 2 %, Net per Annum.
On Second-class Chinese Tenements ....at 2½ %, Net per Annum.

DOUGLAS LAPRAIK & Co., Agents for Phœnix Fire Office.

Hongkong, 5th August, 1881. [13

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.

Hongkong, 5th November, 1883. [1963

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [9

THE PACIFIC MUTUAL LIFE INSURANCE COMPANY OF CALIFORNIA.

THE POLICIES of the Company impose no restriction upon Residence or Travel. LOWER RATES and BETTER RETURNS offered than by any other Life Insurance Company represented in this Colony.

A. HINZ, Agent for China and Japan.

Hongkong, 8th September, 1885. [1631

MAILS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Oxus*, with the next French mail, left Singapore at 3 p.m. on the 30th January, and is due here on the 7th instant.

THE AMERICAN MAIL.

The O. & O. steamer *Oceanic*, with the American mail of the 9th January, left San Francisco on that date, and is due here on or about the 8th instant.

STEAMERS EXPECTED.

The E. & A. steamer *Guthrie* left Sydney on the 3rd January, and is due here on the 4th instant.

The Union Line steamer *Rhosina* left Singapore on the 27th January, and may be expected to arrive here on or about the 4th instant.

The Ocean Steamship Company's steamer *Telemachus* left Singapore on the 28th January, and is due here on the 4th instant.

The Glen Line steamer *Glenearn* left Singapore on the 30th ultimo, and is due here on the 6th instant.

The O. S. S. Co.'s steamer *Ulysses* left Singapore on the 23rd, and is due here on the 9th inst.

The Shire Line steamer *Breconshire* left Singapore on the 3rd, and is due here on the 10th inst.

The E. & A. S. S. Co.'s steamer *Tannadice* left Sydney on the 29th January, and is expected to arrive here on or about the 21st instant.

POST-OFFICE NOTICES.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ———, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Swatow.—Per *Namoa*, to-morrow, the 5th inst., at 11.30 A.M.

For Bangkok.—Per *P. C. C. Klao*, to-morrow, the 5th instant, at 5.00 P.M.

For Swatow, Amoy, and Foochow.—Per *Haiphong*, on Monday, the 8th instant, at 5.00 P.M.

For Amoy and Taiwanfoo.—Per *Thales*, on Tuesday, the 9th inst., at Noon.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Anadyr* will be despatched on TUESDAY, the 9th February, with Mails to the United Kingdom, Europe, and places beyond, *via Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (*via* Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *City of Sydney* will be despatched on SATURDAY, the 13th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 P.M., Registry ceases.

2.30 P.M., Post-Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.

Hongkong, 20th May, 1881. [16

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & Co.

Hongkong, 1st April, 1885. [606

NEW YORK LIFE INSURANCE COMPANY.

LIFE ASSURANCE ONLY.

Purely mutual; all profits belong to Policy-holders and apportionments are made annually.

STATEMENT FOR YEAR ENDING 31ST DECEMBER, 1884.

Accumulated Funds	£12,127,930
Surplus over all liabilities and Reserve Fund according to valuation made by the Government	£ 2,036,332.
Income for year 1884	£ 2,846,245.

C. SETON LINDSAY, Res. Manager, Department of the East.

BIRLEY, DALRYMPLE & Co., Agents, Hongkong.

171

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong 26th July, 1872. [10

SINGAPORE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SINGAPORE.

We are prepared to GRANT POLICIES against FIRE on usual Terms at Current Rates. All CONTRIBUTORS of Business whether Shareholders or not are entitled to Share in the BONUS.

ADAMSON, BELL & Co., Agents.

Hongkong, July, 1885. [1277

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1867. [21

£1 TO £4 per day to be made by persons of either sex, in their own localities, at work for us. New business. All meet with wonderful success. Any one can do the work. Capital not required. We will start you. Outfit worth £1 mailed free. The employment is particularly adapted to the region in which this publication circulates. Boys and girls earn nearly as much as men. Full particulars and instructions mailed free. Now is the time—don't delay, but write to us at once. Address STINSON & Co., Portland Maine, United States. [351

EXTRACT.

THE OLDEST ENGLISH ACTOR ALIVE.

Long life, with some few exceptions, is scarcely a characteristic of the profession of an actor. A remarkable instance, however, of longevity in an actor has just come under our notice in the person of one who many years ago was well known on the Manchester boards. This is Mr. Woolgar, father of a once popular Manchester actress, Miss Sarah Jane Woolgar, subsequently Mrs. Alfred Mellon. Mr. Woolgar was for some years in business, and adopted the stage as a profession almost at middle age. We believe he was first seen in Manchester at the old Theatre Royal during the brief lesseeships of W. J. Hammond and Anderson, the "Wizard of the North," when he played second parts to Mr. G. V. Brooke upon the latter's first appearance at that house. Upon the Theatre Royal being re-opened, in 1842, under the management of Mr. Robert Roxby (being the first season of the lesseeship of Mr. John Knowles), Woolgar and his daughter were engaged as leading members of Knowles's first stock company—the former playing Adam and the latter Audrey in Roxby's revival of "As You Like It," and Woolgar playing the Miser in the after-piece of "The Miser's Daughter." Subsequently he played Edmund to Butler's King Lear. He continued with Knowles's company during most of the season of 1843, playing with Butler and Pitt in such parts as the Earl of Lynterne in "The Patrician's Daughter;" Pizarro; Richmond; Mark Antony in "Julius Cæsar," with Butler as Brutus; Dentatus in "Virginius," &c. About the time of his daughter's engagement (in September, 1843) at the Adelphi, London (where she was leading actress for many years), he left Manchester for London. Mr. Woolgar is now undoubtedly the oldest English actor alive, having nearly reached his 90th year.—*Manchester Guardian*.

QUEER STORY.

MR. BADGO'S DOUBLE.

Dick Badgo was one of those amiable wastrels of whom it is the fashion to say that they are no man's enemy but their own. But this proposition is rarely true of any one, and it was certainly not so of Mr. Richard Badgo, of her Majesty's —th Dragoons. He was the son of a country clergyman, with a tolerably rich living, a large family, and fairly definite expectations; but his eldest son's extravagance and weakness swallowed up the lion's share of the worthy rector's income, left the other children portionless, and offended, one by one, the wealthy relations from whom so much was expected and so little realised. In fact, by the time Dick had attained to the rank of Captain, he was, in his own language, hopelessly broke. His father could do no more for him, and the only relative with whom he was on speaking terms, a crabbed and rich old uncle on the Stock Exchange, positively refused to extend any help to him unless he at once quitted the army and became a member of the "House." It was rather difficult to imagine what good old Bradby thought he could make of his scapegrace nephew as a City man; but he was rich and very obstinate, and, eventually, he got his way. Dick sent in his papers, and in due course was installed in a den in the old gentleman's office, and set to learn the mysteries of book-keeping by double entry.

For some time everything went on well enough. Dick was by no means deficient in brains, and was capable of hard work of a somewhat spasmodic description. In a few months he knew almost as much about Mr. Bradby's business as that worthy did himself, and the old man was immensely pleased with the success of his experiment, and prophesied that he would make a useful member of society yet of his nephew, in spite of the demoralising influences of Eton, Oxford, and a fast cavalry regiment.

In a year, moreover, Dick married an American young lady, whose father was popularly supposed to be worth millions, started a modest but very well-appointed establishment in Bayswater, and became so obtrusively respectable that his old friends scarcely knew him for the same man. But unfortunately this blissful state of things was not permanent. Mrs. Dick, being a prospective heiress, and having a very substantial allowance from her father, was gifted with somewhat extravagant tastes, and her husband, always too easily led, fell into them with disastrous facility. She was a pretty girl, fond of society and of expensive amusements; Dick took what he considered a harmless pleasure in gratifying her fancies, and the natural result was that before a couple of years had passed over their heads, the happy pair were desperately in debt.

To add to their misfortunes, the millionaire suddenly came to grief in that unexpected fashion so peculiar to Americans, and Mrs. Dick's allowance was cut short without a moment's warning. Now, Mr. Badgo was not as yet a partner in old Bradby's business, and though he received a fair salary, it was altogether inadequate to cope with any fresh calls. It was hopeless to resort again to Bradby himself, so Dick, in desperation, took to plunging heavily on the Stock Exchange, just by way, as he expressed it, of pulling himself round. He speculated in Brighton A's and North British, in Peruvian Bonds and Mexican Railway Stocks, and for a time, after the fashion of beginners, he did fairly well. In fact, during his first year's operations, Dick made enough to pay off a few of his most pressing creditors, to buy his wife several costly diamond ornaments, and to increase the expense of his style of living to a degree which would have caused old Bradby's hair to stand on end if he had only known it. But, like the run of speculators, he made no provision for the inevitable turn of fortune. It came; Dick was a bull when he ought to have been a bear; there were wars and rumours of wars—things which, as he said, no fellow could be expected to foresee; there ensued a mild panic on the Stock Exchange, and Dick had not wherewithal to meet his liabilities. Now, Mr. Badgo was one of those unfortunately-constituted persons who are neither altogether fools nor knaves, and the situation troubled him excessively. Being in a position of trust in his uncle's office, he had many opportunities of converting to his own temporary use whole stacks of valuable bonds, scrip, and other securities; but his soul revolted from the dirty business, and but for the persuasions of an insinuating friend, Dick would have resigned himself to the inevitable, and gone through the Bankruptcy Court with equanimity. In an evil moment, however, he listened to the counsels of his mentor, pledged some securities which did not belong to him to an outside broker as cover for a big speculation in the bonds of a certain thriving South American Republic —encouraged by the reflection that his adviser, an old brother officer of his own, and the soul of honour, had committed himself to the like extent—and waited for the certain rise. But it did not suit the purpose of the then President of the said South American Republic that the bonds should rise—which was, of course, an eventuality which Dick and his friend had not contemplated. The President, in fact, came to an untimely end at the hands of a mob of his faithful subjects, the bonds fell 10 per cent., and Dick, feeling horribly ashamed and guilty, wrote a frantic letter to his wife and bolted incontinently to Spain. In so doing Dick undoubtedly made a fool of himself. He had really little or nothing to fear, for if he had stood his ground old Bradby would never have prosecuted him, but rather have pocketed the loss, in the dread of imperilling the credit of his firm. Such escapades as that of Mr. Badgo are of more frequent occurrence than outsiders imagine; but Dick, being more or less of an outsider himself, took a very serious view of his offence, and for some time contemplated suicide as a means of escaping further unpleasantness. Meanwhile his disappearance could not well be satisfactorily explained, the scandal became public property, and Bradby, in a fit of rage and disappointment, put the affair in the hands of the police. Dick's wife took care to inform him of this step, and to warn him that a somewhat prolonged absence from his native land would be not only desirable, but necessary; so Mr. Badgo wandered about Spain in an aimless manner until he cast up at the eminently picturesque but evil-smelling town of Cadiz. There is a casino at Cadiz where a certain amount of gambling goes on, and Dick joined in the pastime, principally by way of endeavouring to banish the blue devils which tormented him. When he arrived there he was getting desperately short of ready money; but fortune, with her usual perversity, smiled upon his efforts, and in a week or two he had won quite a respectable sum, and was looked upon by his fellow gamblers as a hero in a small way.

At this casino it so happened that Dick made the acquaintance of a Spaniard named Villaverde—or, to give him his full title, El Conde del Villaverde—with whom he shortly struck up quite a warm friendship. The Count was a very good sort of fellow indeed —a man of old family, excellent manners, and taking appearance. He was, moreover, about Badgo's age, and, in spite of their nationality, the two found that they had many tastes in common. But in one respect, at all events, they differed widely, for whereas Dick won money persistently, the Count lost with a regularity which became monotonous even to the seasoned gambler he was. He lost with praiseworthy equanimity, but often complained to Dick in private about his ill-luck. "It's very hard," he would say, "that nothing goes well with me. My father shot himself, my brother was ruined in South America, the girl I was engaged to jilted me; if I touch a card I lose; if I back a horse he falls lame. There must be a perfect curse upon all I do!"

"Nonsense! my dear fellow," Dick would smile in a melancholy fashion, but still went on fruitlessly trying to recoup his losses. One day, however, after an unusually bad evening, he came to Mr. Badgo with a new idea.

"You once said I might have better luck if I played elsewhere," he said. "Well, I've got an idea of going to Monte Carlo. A friend of mine has offered me his yacht for six months. Will you come?"

"How can I?" was on Dick's lips, but he paused a moment for consideration. In Monte Carlo the danger of arrest was imminent; he might be haled off at any minute, handed over to the English police, and tried at the Old Bailey for embezzlement. But, after all, he reflected, what had he to lose? He was utterly weary of hiding, the life he was leading had become detestable to him; a few months' imprisonment could not add greatly to his disgrace or his mental misery. Moreover, at any moment his luck might turn. He had been living on his winnings, and a few bad nights would reduce him almost to penury. At Monte Carlo, at all events, he would have the chance of winning a big stake—perhaps of starting life afresh somewhere in the Western States, where his wife would be able to join him. He decided to chance it.

"I'm your man," he said.

"That's capital," answered Villaverde; "I shall be ready to start in three days."

And in three days the yacht duly weighed anchor, bound for Monaco. The two friends did not hurry over their journey; and after a leisurely cruise, they arrived at their destination. The Count took rooms at an hotel, and not much time was lost in beginning the real business of the excursion. Both men started operations upon a somewhat modest scale. Dick did not want to risk the whole of his very small capital upon the fortunes of a single evening, and Villaverde determined to give his luck every chance of wearing itself out, and to await what he considered to be a favourable opportunity for a heavy plunge. So matters went on for a fortnight or so, and then the Count began to lose patience.

"I never move one way or the other," he grumbled; "lose a hundred or two one night, and win it back the next. Might almost as well be in Cadiz."

"Do you mean you prefer losing every night?" laughed the other.

"No; but ending up quits is so monotonous."

"I assure you, it's a capital sign—looks as if your luck was just on the turn."

"Do you really think so?"

"I do, indeed," said Dick, half in jest, half in earnest. "I think I must have a plunge myself soon. I've won pretty nearly fifteen hundred; ten times that would be worth having."

The Count's dark eyes glittered with excitement.

"I'm bent on it now," he said; "let me go alone this time, or you can follow and play at a different table."

And he rose and left the room, having first provided himself with a goodly bundle of notes.

"I'm sure I wish him luck," mused Dick, as he sat down to a cigarette and a newspaper. "If it ~~had not been~~ for him, I verily believe I should have shot myself."

Neither cigarette nor newspaper seemed to Mr. Badgo's taste. He threw one into the fireplace and the other on the table, and fell into a brown study, in which the blue devils, as usual, played a leading part. Presently he rose and fidgetted uneasily about the room. He rested his arms on the mantelpiece, and stared at his own face in the glass.

"What an unwholesome ruffian I look!" he said to himself. "Fancy me with a black beard! and I'm getting as sallow as Villaverde himself. Spanish oil and cigarettes, I suppose!"

His eye fell upon a neatly-carved ebony case, mounted in silver. He knew what was inside; but he opened it idly, and picked out a handsome revolver.

"Precious easy thing to shoot oneself," he soliloquised. "Why do fellows bungle it so often? Wonder whether it's safer to put the muzzle behind your ear or into your mouth. Should say mouth for choice." And he suited the action to the word. Just at that moment there was a knock at the door, and Dick hurriedly withdrew the pistol from its singular position. In so doing he must have touched the trigger, for the weapon exploded, the bullet whizzed past his ear, and a waiter who was in the act of entering fell flat on his face in terror.

"Get up, you fool!" said Dick, feeling very foolish. "Have you never heard a pistol go off?"

The waiter rolled over and over once or twice, and then rose and bolted like lightning.

"Suppose the idiot thinks I'm mad," reflected Mr. Badgo, grimly. "But I must be off to the tables. Might shoot myself in earnest if I go on playing with that concern."

He explained to the landlord as he went out that his revolver had gone off accidentally, and promised to pay for the damage done to the wall. As he paused at the office, a letter was put into his hands, which he opened and read on his way to the tables. It was from his wife, and contained startling information. "I am nearly certain," she wrote, "that the police know you are at Monte Carlo. Far better leave at once, dearest. I can't bear to think of your being arrested," and so on. Personally Dick did not care whether he was arrested or not, but for her sake he felt he must bolt again, after a final plunge at the tables. As he entered the gaming-rooms he looked about for Villaverde, but that worthy was not to be seen. So he sat down in the first vacant seat, and began to stake somewhat more freely than was his wont. He won persistently; colours and numbers seemed to turn up at his will, his pile of notes and gold increased at a most abnormal rate, and soon a small crowd of eager and envious gamblers assembled round his chair, hoping to see him break the bank.

That hope was not realised; but nevertheless, when dinner-time came, Dick went back to his hotel, his pockets bulging out with notes and gold, enough to give him a fresh start, and to make life once more worth living. Arrest and imprisonment now began to be more serious terrors, and as he entered the hotel Mr. Badgo glanced uneasily round for suspicious strangers. He could see nothing unusual, but determined to leave the place at once. On reaching his sitting-room he found Villaverde seated at the table with a white, set face, counting and recounting a small pile of money before him.

"You haven't been losing again?" cried Dick, in genuine sympathy.

"I have, indeed," said the Spaniard, looking up with a faint smile. "In fact, my friend, I am ruined."

"Good God! and I have won heaps! Here, take some of mine, and have another try!"

"You know that I cannot," answered Villaverde.

"Too proud," soliloquized Dick. "My dear fellow," he continued aloud, "what nonsense this is. You have done me no end of favours, and you will not let me help you."

"It is too late. I tell you I am ruined. Here is my worldly wealth. It was my last chance."

"Come with me to Texas or Colorado, and we'll start a cattle-ranche!" cried the other.

"You are a good fellow, Stapleton," said the Spaniard (Stapleton was the name Dick had called himself by since his flight), "but it is impossible. I shall try my luck here once more—and then——"

"What then?"

"Go back to Spain, I suppose, and subsist upon the charity of my noble relatives!"

"Won't you have some dinner?" asked Dick, feeling it was hopeless to argue. "If you really mean going back to Spain I'll come with you."

"You shall," said Villaverde, relapsing again into silence.

Dick rang for dinner. He was desperately anxious to leave, but did not quite know how to explain his behaviour. Moreover, he was disinclined to desert his friend.

"Is there nothing I can do for you?" he asked.

The Spaniard paused a moment, and then said: "Are you superstitious—about cards, I mean?"

"Yes; I think I am. I always change seats at whist when I can. I even turn my chair on occasions; and for a long time I used to wear on my watch-chain a piece of the rope with which a man hanged himself."

Villaverde sat gnawing his moustache and tugging hairs out of his black beard for some minutes.

"I have it, then!" he cried at length. "Is that the coat you wore when you won?"

"Yes."

"Lend it me for the evening."

"By all means. Have the whole kit!"

"You will think me mad," said Villaverde, "but drowning men catch at straws. Don't waste time going upstairs; do it here."

"They'll fit all right," answered Dick, falling readily into his friend's humour; "we're pretty much of a size." And the two men solemnly changed clothes as if they were performing some mystic rite.

"And now I'm off," said Villaverde. "By the way, lend me your cigarette case; mine has been stolen, I think."

Dick fetched the required article from his bedroom, and the Count departed, shaking his friend's hand warmly as he went.

"What on earth am I to do now?" reflected Mr. Badgo, left to himself. "I *must* wait till he comes back."

There was a knock at the door, and a telegram was placed on the table. Seeing that it was addressed to himself, Dick hastily opened it, and found it was from his wife. "Leave Monte Carlo immediately," it said. "An hour's delay may be fatal!"

The situation was embarrassing. Badgo felt he could not desert the Count, who might be left absolutely penniless; on the other hand, to stay meant almost certain arrest. He rapidly considered his position, and determined to face it out—at least for that evening. So he dined comfortably and well, thinking he might not have the chance again for some time to come, lighted a big cigar, and sat down to await Villaverde's return. But the hours passed, and the Count came not. At length Dick heard somewhat of a stir in the passage outside. Footsteps approached his room; a waiter knocked at the door, and then quickly opened it.

"A visitor for monsieur," he said.

A soldierly-looking individual entered the room. He had a clean-shaven face, a determined mouth, and queerly-shaped boots. As Dick saw him, his heart sank; but he made no sign.

"Pardon, monsieur le Comte," said the waiter, "I thought Monsieur Stapleton was within."

Dick stared at the man in wonder; for the moment he had forgotten the change of clothes. But he realised the situation very rapidly. The Count could easily prove his identity, if arrested, and he himself would have one more chance of escape. "Mr. Stapleton has gone to the tables," he answered, coolly, assuming a foreign accent. "Is there anything I can do for you, sir?"

"Nothing, thank you, Monsieur le Comte," replied the detective, bowing gracefully.

"Good heavens, what a shave!" said Dick to himself, as the door closed behind them. "I must make a bolt of it now, and leave Villaverde to take his chance. I think I'll borrow his revolver—it may come in handy."

He walked to the mantelpiece and opened the ebony case.

"By Jove!" he exclaimed; "he has taken it with him! When he sent me for the cigarette case, I suppose."

A day or two later the following paragraph went the round of the foreign and English papers, and was read by Mr. Badgo with genuine sorrow and blank amazement:—

"Another suicide at Monte Carlo.—A few days ago the dead body of Mr. Richard Badgo, whose recent disappearance under deplorable circumstances caused much stir in aristocratic as well as in City circles, was found in the gardens at Monte Carlo, a bullet having passed through his brain. The deceased gentleman had evidently committed suicide, as a revolver was found tightly grasped in his right hand, and the course of the wound precludes the suspicion of foul play. It appeared at the official inquiry that Mr. Badgo had already attempted to destroy himself in a similar manner at his hotel, but was interrupted by one of the waiters. This is said to be the thirty-fourth suicide at Monte Carlo during the present season. Mr. Badgo was travelling at the time with a Spanish gentleman, the Count de Villaverde, but he has left the place, and has not since been heard of."—*Truth*.

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 3RD FEB., 1886.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$85.00 to 87.50
Cotton Yarn, No. 28 to 32, per 400 lbs.	$96.50 to 97.50
Cotton Yarn, No. 38 to 42, per 400 lbs.	$106.50 to 109.00
Cotton Yarn, Bombay	$67.50 to 74.00
Chintz, per piece	0 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 2.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.22
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.87 to 2.99
GreyT-Cloths, 24yds. & 32in. 6lbs. p. pe.	$1.20 to 1.25
GreyT-Cloths, 24yds. & 32in. 7lbs. p. pe.	$1.35 to 1.70
GreyT-Cloths, 24yds36in8lbs. XO p. pe.	$1.80 to 1.85
GreyT-Cloths, 24yds36in8lbs. VV p. pe.	$2.30 to 2.35
GreyT-Cloths, 24yds36in8lbs. XX p. pe.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.66 to 0.78
White Shirtings, 54 [illegible] reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.65
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.30
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.45 to 3.55
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.25 to 4.45
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$6.65 to 6.70
Long Ells, MM Assorted per piece	$6.65 to 6.70
Long Ells, HH Scarlet, per piece	$6.65 to 7.70
Long Ells, HH Assorted, per piece	$6.65 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	$6.70 to 6.75
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Rod, per picul	$3.65 to 2.70
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$6.25 to 6.30
Lead, WB, per picul	$4.40 to 4.55
Lead, LB, per picul	$4.72 to 4.75
Lead, Hole Chop, per picul	$4.70 to 4.73
Quicksilver, English, per picul	$31.00 to 31.50
Quicksilver, American, per picul	$31.00 to 31.40
Steel, English, per tub	$3.65 to 3.75
Steel, Swedish, per tub	$4.15 to 4.25
Spelter, per picul	$5.60 to 5.65
Tin, Malacca, per picul	$33.40 to 34.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$22.00 to 22.50
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 2.18
Bark, Camphor, per picul	$17.50 to 18.50
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$17.20 to 17.60
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.60
Bees Wax, White, per picul	$72.50 to 73.00
Birds' Nests, 1st quality, per picul	$1,650 to 2,400
Birds' Nests, 2nd quality, per picul	$650 to 785
Birds' Nests, 3rd quality, per picul	$75.00 to 200
Buffalo Cow Hides	$7.60 to 8.00

PRODUCE.

Camphor, pecked, per picul	$11.70 to 18.50
Camphor, Baroos, clean, per picul	$1,850 to 1,900
Camphor, Refuse, per picul	$1,800 to 1,850
Cardamoms, Superior	$125 to 135
Cardamoms, Inferior, per picul	$22.00 to 23.00
Coals, Adeat, per ton	to —
Coals, English steam, per ton	$10.50 to 10.40
Coals, Sydney, per ton	$9.40 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.50 to 16.30
Cotton, Calcutta, per picul	$17.60 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.80 to 17.00
Cotton, Shantung, per picul	$16.20 to 16.53
Cotton, Tientsin, per picul	$17.60 to 17.70
Cotton, Tungchow, per picul	$17.50 to 18.00
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Dates, Black, per picul	Tls. 2.8.5 to 2.9.7
Dates, Red, per picul	Tls. 2.3.0 to 2.3.5
Dried Lily Flowers	$7.65 to 7.75
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.50 to 1.55
Flour, American, per barrel of 100 lbs.	$3.20 to 3.30
Flour, American, per barrel of 200 lbs.	$6.25 to 6.45
Fungus	$29.00 to 30.00
Ginseng, American, 1st quality, p. picul.	$200 to 265
Ginseng, American, 2nd quality, p. picul.	$160 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$33.00 to 37.00
Melon Seeds, 1st quality, per picul	$4.95 to 5.35
Melon Seeds, 2nd quality, per picul	$4.57 to 4.78
Mushrooms, per picul	$33.0 to 46.50

Pea Oil, per picul	6.2.0 to 6.3.0
Peas, White, per picul	$2.15 to 2.23
Peas, Green, per picul	$2.25 to 2.38
Peas, Black, per picul	$2.15 to 2.17
Peas, Yellow, per picul	$2.00 to 2.12
Peas, Green Beans, per picul	$2.15 to 2.25
Pearl Barley, per picul	$6.50 to 7.80
Rice, Siam, No. 1, per picul	$1.82 to 1.80
Rice, Siam, No. 2, per picul	$1.70 to 1.73
Rice, Siam, milled No. 1, per picul	$1.64 to 1.65
Rice, Siam, milled No. 2, per picul	$1.40 to 1.42
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.72 to 1.74
Rice, Saigon, Straw bags	$1.70 to 1.71
Seaweed, Green, per picul	$1.95 to 2.10
Seaweed, Cut, per picul	$2.38 to 2.48
Sesamum, White, per picul	$4.95 to 5.10
Sesamum, Black, per picul	Tls. 2.4.5 to 2.5.0
Sharksfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 33.00
Shellfish, California, per picul	$11.50 to 12.80
Stockfish, per picul	$5.00 to 6.5

Straits Produce, &c.—

Betel Nut, per picul	$4.17 to .20
Pepper, White, per picul	$27.40 to 27.50
Pepper, Black, per picul	$18.80 to 19.50
Rattan, Straits, per picul	$5.25 to 5.45
Rattans, Bangar, per picul	$4.25 to 4.60
Sandal Wood, Malabar, per picul	$3.95 to 4.10
Sandal Wood, South Seas, per picul	$17.00 to 17.50
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, p. pcl.	$5.21 to 5.54
Sugar, Shek-lung, White, No. 2, p. pcl.	$4.03 to 4.23
Sugar, Shek-lung, Brown, per picul	$2.27 to 2.34
Sugar Candy, Shek-lung, per picul	$8.63 to 8.67
Sugar Candy, Foochow, per picul	$8.77 to 8.78
Sugar Candy, Swatow, White, per picul	$3.04 to 5.45
Vermicelli, Tientsin, per picul	$7.60 to 7.70
Wood Oil, per picul	Tls. 6.6.5 to 6.7.0
Window Glass, per box	3.1.5 to 3.0.

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Amatista	Jan. 31	Hamlin	Brit. str	522	Russell & Co	
Bangalore	Jan. 25	S. Bason	Brit. str	1309	P. & O. S. N. Co	Bombay
Benarty	Feb. 2	Boutillier	Brit. str	1190	Gibb, Livingston & Co	
Camelot	Jan. 30	John C. Daily	Brit. str	1049	Ban Hin & Co	
Camorta	Oct. 15	Oreille	Dut. str	1291	Jardine, Matheson & Co	
China	Jan. 29	P. Haye	Ger. str	1093	Butterfield & Swire	
City of Sydney	Jan. 29	D. E. Friele	Amr. str	3016	P. M. S. S. Co	S. Francisco
Clara	Feb. 1	Christensen	Ger. str	674	Siemssen & Co	
Cliveden	Dec. 16	F. Johnson	Brit. str	1114	Siemssen & Co	
Danube	Jan. 31	Wotton	Brit. str	561	Yuen Fat Hong	
Denteros	Dec. 18	Lathjens	Ger. str	1197	Ed. Schellhass & Co	
Dicky	Oct. 13	Hoshrenter	Ger. str	196	Wieler & Co	
Don Juan	Feb. 2	Marquez	Span. str	654	Brandao & Co	Amoy
Duburg	Feb. 3	Schultz	Ger. str	921	Melchers & Co	
Esmeralda	Jan. 2	E. Taylor	Brit. str	395	Russell & Co	Amoy
Fame	—	Stovani	Brit. str	117	H. & W. Dock Co.	
Fere	Jan. 23	P. Sorenson	Ger. str	754	Siemssen & Co	
Fidelio	Jan. 9	H. Brook	Ger. str	852	Butterfield & Swire	
Frejr	Jan. 30	Lund	Dut. str	482	Arnhold, Karberg & Co	
Gerda	Jan. 29	C. Erichsen	Ger. str	340	Woh Lee & Co	Manila
Gilsland	Dec. 28	D'Ezville	Brit. str	1058	Siemssen & Co	
Glenfruin	Oct. 16	Norman	Brit. str	1935	Jardine, Matheson & Co	London
Hankow	—	Lloyd	Brit. str	2235	Butterfield & Swire	Canton
Harter	Jan. 31	Grandin	Brit. str	1193	Russell & Co	
Honam	—	H. E. Clarke	Brit. str	1344	H. C. & M. Steamboat Co	Canton
Iolani	Nov. 15	E. Allason	Brit. str	981	Gibb, Livingston & Co	
Iphigenia	Feb. 2	F. Ahrens	Ger. str	1059	Siemssen & Co	Hamburg
Kiukiang	—	A. H. Benning	Brit. str	1061	H. C. & M. Steamboat Co	Macao
Kowshing	Feb. 3	Balbernie	Brit. str	1354	Jardine, Matheson & Co	
Kwang-lee	Feb. 3	Andrew	Chi. str	1508	C. M. S. N. Co	
Lennox	Jan. 27	J. Thearle	Brit. str	1327	Order	
Loire Inferieure	Jan. 31	Pillivuyt	Fr. str	532	Arnhold, Karberg & Co	
Macbeth	Jan. 19	Wood	Brit. str	621	Adamson, Bell & Co	
Madras	Jan. 28	H. Pleure	Brit. str	1096	Siemssen & Co	
Mario	Jan. 25	Hohlmann	Ger. str	704	Wieler & Co	
Melita	Jan. 21	H. Merck	Ger. str	339	Chinese	
Menling	Dec. 20	Hutchison	Brit. str	849	Adamson, Bell & Co	
Namoa	Feb. 3	G. Westoby	Brit. str	833	Douglas Lapraik & Co	Swatow
Numida	Feb. 3	L. O. Moon	Brit. str	1648	Dunn, Melbye & Co	Manila
P. C. Chom Klao	Jan. 27	Lightwood	Brit. str	1012	Yuen Fat Hong	
Pilot Fish	June 2	Robinson	Brit. str	161	Captain	
Powan	—	G. B. Lefavour	Brit. str	1844	H. C. & M. Steamboat Co	Canton
Protos	Feb. 1	Sorensen	Ger. str	1093	Ed. Schellhass & Co	
Saltee	Feb. 2	Lerede	Fr. str	323	A. R. Marty	
Signal	Feb. 2	Hundewadt	Ger. str	384	Siemssen & Co	
Strathairly	Feb. 3	D. Boughton	Brit. str	1236	Butterfield & Swire	
Teheran	Jan. 31	Seymour	Brit. str	1670	P. & O. S. N. Co	Yokohama
Thales	Feb. 3	T. G. Pocock	Brit. str	819	Douglas Lapraik & Co	Taiwanfoo
Vortigern	Dec. 17	J. Brown	Brit. str	876	Arnhold, Karberg & Co	
Wah Yeung	Nov. 30	Y. Witt	Brit. str	313	Shing Kee	Canton
White Cloud	—	S. W. Goggin	Brit. str	652	H. C. & M. Steamboat Co	Canton

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Agenor	Jan. 28	Lothrop	Amr. sh	1413	Russell & Co	
Alden Besse	Dec. 10	J. A. O'Brien	Amr. bk	812	Melchers & Co	Victoria
Annie Johnson	Jan. 18	M. Hall	Amr. bk	947	Chinese	
Arab	Jan. 9	J. Moos	Ger. bk	600	Wieler & Co	
Arabia	Jan. 23	Robinson	Brit. bk	957	Douglas Lapraik & Co	
Arracan	Oct. 30	Green	Brit. bk	977	Russell & Co	S. Francisco
Auguste	Jan. 30	K. Jost	Ger. bk	1394	Order	
A. W. Weston	Jan. 19	Duncan	Amr. bk	703	Captain	
B. H. Steenken	Aug. 4	Chas. Meyer	Ger. bg	235	Melchers & Co	
Caros Ventura	Feb. 27	Uresandi	Span. bk	991	Order	
Carondelet	Jan. 10	Stetson	Amr. sh	1376	Captain	
Centennial	Oct. 4	T. M. Bearse	Amr. sh	1222	Captain	
C. F. Sargent	Jan. 15	Atherton	Amr. sh	1638	Order	
Channel Queen	Dec. 18	Le Lacheur	Brit. bk	609	Ed. Schellhass & Co	
Ch'on Wattana	Dec. 18	Gulcich	Siam. bk	655	Chinese	
Coloma	Dec. 18	C. M. Noyes	Amr. bk	850	Melchers & Co	Portland
Colorado	Jan. 15	Wyman	Amr. bk	1033	Arnhold, Karberg & Co	
C. P. Dixon	Jan. 12	Kan	Amr. bk	692	Arnhold, Karberg & Co	
E. F. Whitney	Oct. 8	H. B. Rollins	Amr. sh	1249	Gibb, Livingston & Co	
Edward Kidder	Dec. 28	Griffers	Amr. bk	965	Arnhold, Karberg & Co	
Edwin Reed	Jan. 27	Cato	Amr. bk	1164	Order	
Elise	Nov. 8	F. Rowehl	Ger. sh	1318	Arnhold, Karberg & Co	London
Ellen A. Reed	Jan. 26	Hatfield	Amr. sh	1750	Order	
Eme	Jan. 26	Summers	Brit. bk	774	Siemssen & Co	
Esmeralda	Jan. 23	H. Sayer	Ger. bk	788	Order	
George	Nov. 25	Grant	Brit. bk	895	Adamson, Bell & Co	Victoria
Grandee	Oct. 2	Ellis	Brit. sh	1578	Melchers & Co	S. Francisco
Great Surgeon	Jan. 12	Ch. L. Flinn	Amr. bk	869	Captain	
Great Admiral	Oct. 9	B. Thompson	Amr. sh	1494	Captain	
Hoola	Jan. 13	E. C. Day	Amr. sh	1175	Melchers & Co	S. Francisco
Hiram Emery	Dec. 21	Gorham	Amr. bk	757	Captain	
Highlander	May 19	Bachelder	Amr. sh	1352	Russell & Co	
Isaac Reed	Oct. 7	G. C. Colley	Amr. sh	1488	Order	
J. B. Newcomb	Nov. 21	Newcomb	Brit. bk	890	Carlowitz & Co	London
John Currier	Jan. 2	J. S. Blether	Amr. sh	1847	Order	
Kale	Dec. 28	H. J. Reiners	Ger. bk	777	Carlowitz & Co	New York
Lady Harewood	Dec. 3	Williams	Brit. bk	382	Chinese	
Lottie Moore	Jan. 14	C. W. Buttie	Amr. bk	837	Arnhold, Karberg & Co	
Louise	Nov. 10	Lemoine	Fr. sch	299	Pustau & Co	
Marguerite	Nov. 22	Onnes	Fren. bk	453	Carlowitz & Co	Hamburg
McNear	Jan. 27	John N Frost	Amr. sh	1245	Order	
Mohawk	Nov. 30	Crosland	Brit. bk	1338	Douglas Lapraik & Co	
N. Gibson	Sept. 16	Bailey	Amr. bk	704	Russell & Co	
Ophir	Dec. 7	S. Samsonsen	Nor. bk	787	Carlowitz & Co	London
R. Parsons	Oct. 22	Thorndike	Am. sh	1116	Captain	
Southern Chief	Jan. 18	John Ross	Amr. bk	1319	Captain	
Spartan	Dec. 18	Henry Cairn	Amr. bk	713	Captain	Victoria
Spinaway	Jan. 12	J. Garrick	Brit. bkt	364	Captain	
Sussex	Jan. 22	W. Malcolm	Brit. bk	1305	Order	
Ta Hongkong	Jan. 20	Schmi-galow	Siam sh	635	Chinese	
Undine	Dec. 19	F. Kruse	Ger. bk	968	Melchers & Co	
V. de Rivadavia	Jan. 22	M. Camus	Span. sh	224	Brandao & Co	
Walls Castle	Jan. 27	H. Kennet	Brit. bk	625	Lane, Crawford & Co	
Wand. Jew	Nov. 3	Nichols	Amr. sh	1650	Captain	
Wilhelm Anton	Jan. 31	G. Hashagen	Ger. sh	999	Melchers & Co	

AMOY

IN PORT ON 29TH JANUARY, 1886

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.
Anna Bertha	Dec. 17	Krause	Ger. bk	469	Pasedag & Co
Anna Dorothea	Jan. 10	H. Nielsen	Ger. bk	313	Pasedag & Co
Archos	Dec. 9	W. Baike	Brit. bk	449	Chinese
Chateaubriand	Dec. 2	Edwards	Brit. bk	409	H. A. Petersen & Co
Francisca	Jan. 28	Gontard	Ger. sch	368	H. A. Petersen & Co
Hak Lee	Jan. 28	Vandel	Dan. bk	290	H. A. Petersen & Co
Hugo & Otto	Dec. 2	M. M. Koedt	Nor. bk	370	H. A. Petersen & Co
Oscar Mooyer	Jan. 24	Johannsen	Ger. bk	360	H. A. Petersen & Co
Sibirien	Jan. 9	Johannsen	Ger. bk	367	H. A. Petersen & Co
Therese	Nov. 25	Lorenzen	Ger. bk	391	H. A. Petersen & Co

FOOCHOW.

IN PORT ON 16TH JANUARY, 1886

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.
Christian	Jan. 9	Garm	Ger. sch	350	Chinese
Guiding Star	Jan. 9	Schmitger	Brit. bk	312	Order

SHANGHAI.

IN PORT ON 30TH JANUARY, 1886

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.
Africa	Jan. 24	Atkinson	Brit. bk	1131	Fearon, Low & Co
Charley	Jan. 22	Holdt	Brit. bk	360	Nils Moller
Chihaya Maru	Jan. 28	Murray	Jap. bk	411	M. B. Kaishia
Chingtuh	Sept. 17	Taylor	Chi. bk	456	H. M. Schultz
G. R. Skolfield	Jan. 25	Dunning	Amr. sh	1644	C. & J. Trading Co
Hedvig	Jan. 19	Anderson	Brit. bk	376	Nils Moller
K'masako Maru	Jan. 20	Will	Jap. bk	441	M. B. Kaishia
Loongwha	Dec. 31	Lord	Brit. sch	389	Morris & Co
Luzon	Jan. 22	White	Amr. sh	1339	C. & J. Trading Co
Martha	Jan. 21	McPherson	Brit. bk	853	Morris & Co
Northampton	Jan. 10	Richards	Brit. sh	1173	W. Hewett & Co
Pelham	Jan. 4	Downie	Brit. bk	254	Mackenzie & Co
Perle	Jan. 13	Hanson	Brit. bk	401	Nils Moller
Ringleader	Nov. 6	Entwistle	Amr. sh	1145	Fearon, Low & Co
Soldier	Dec. 22	Engelsen	Brit. bk	210	Nils Moller
Timour	Jan. 14	Johnson	Amr. sh	915	Fearon, Low & Co
Vigilant	Jan. 21	Roston	Amr. sh	1723	Fearon, Low & Co
Wan. Minstrel	Sept. 3	Lundholm	Brit. sch	364	Chinese
W. Siegfried	Jan. 11	Mitchell	Brit. bk	394	Nils Moller
Wylo	Nov. 25	Brown	Brit. bk	799	Gibb, Livingston & Co

NAGASAKI.

IN PORT ON 23RD JANUARY, 1886.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.
Anglo-Indian	Jan. 20	—	Brit. bk	—	Order
Ice King	Jan. 20	Bartlett	Amr. sh	—	Order
Kozaki Maru	—	Christensen	Jap. bg	400	M. B. M. Co

HIOGO.

IN PORT ON 27TH JANUARY, 1886.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON.	CONSIGNEES.	DESTINATION.
Fred. B. Taylor	Dec. 29	Tilley	Brit. sh	1798	C. & J. Trading Co	
Kate F. Troop	Dec. 11	Hibbert	Brit. bk	1200	Fearon, Low & Co	
Lizzie C. Troop	Jan. 1	Brown	Brit. sh	1391	C. & J. Trading & Co	
Queen Emma	Jan. 6	—	Brit. bk	314	Walsh, Hall & Co	
Sontag	Jan. 14	Waldo	Amr. bk	976	Meyer & Co	

YOKOHAMA.

IN PORT ON 22ND JANUARY, 1886.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON.	CONSIGNEES.	DESTINATION.
Ada	Oct. 22	Renny	Brit. sch	65	F. White	
Antoinette	Jan. 15	Ferguson	Brit. sh	1480	C. & J. Trading Co	
Archimede	Nov. 17	Walker	Brit. sh	1050	Master	
Big Bonanza	July 16	Andrews	Amr. sh	1399	Adamson, Bell & Co	
Diana	Nov. 11	Petersen	Am. sch	75	Captain	
Guam	Nov. 9	Smith	Brit. sch	219	A. Clark	
Nemo	Nov. 15	Le Sueur	Brit. sch	116	Captain	
Rose	Nov. 28	Brassey	Am. sch	50	Petersen	
Sachem	Jan. 20	Bartley	Amr. sh	1310	Smith, Baker & Co	

MANILA.

IN PORT ON 22ND JANUARY, 1886

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON.	CONSIGNEES.	DESTINATION.
Alabama	Dec. 6		Brit. bk	999	Macleod & Co	Montreal
Almatia	Dec. 5		Am. sch	387	Master	
Anahuac	Sept. 28		Amr. sh	1221	Peele, Hubbell & Co	
Arklow	Nov. 3		Brit. bk	748	Findlay, R. & Co	Montreal
Egeria	Dec. 26		Nor. bk	1071	Ker & Co	
Gainsborough	Jan. 18		Brit. sh	974	Macleod & Co	
Jen Harkness	Dec. 26		Amr. bk	1305	Order	
J. E. Ridgway	Oct. 15		Amr. sh	1730	W. F. Stevenson & Co	U. States
Kingsport	Jan. 4		Amr. sh	1161	Peele, Hubbell & Co	U. States
L. J. Morse	Dec. 26		Amr. sh	1325	W. F. Stevenson & Co	
L. v. Vangerow	Dec. 27		Ger. sh	1056	Peele, Hubbell & Co	
Mondota	Dec. 20		Amr. bk	492	Order	
Nervion	May 6		Span. bk	598	Smith, Bell & Co	
Nyighau	Dec. 14		Brit. sh	1252	Geo. Mackenzie & Co	New York
Parthia	Dec. 21		Brit. sh	1537	Tillson, H. & Co	
Pilgrim	Jan. 16		Amr. bk	918	Smith, Bell & Co	
Primus	Dec. 13		Rus. sh	1148	W. F. Stevenson & Co	
Prof. Johnson	Sept. 4		Nor. bk	1007	Smith, Bell & Co	Liverpool
St. Stefano	Jan. 15		Brit. sh	1196	Order	
Ventura	Nov. 18		Span. bk	992	J. Reyes & Co	

ILOILO

IN PORT ON 13TH JANUARY, 1886.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON.	CONSIGNEES.	DESTINATION.
Asia	Dec. 28		Brit. sh	1398	Peele, Hubbell & Co	U. States
Kepler	Jan. 8		Ger. bk	758	Peele, Hubbell & Co	U. States
Lucile	Jan. 4		Amr. sh	1329	Peele, Hubbell & Co	U. States
Mindoro	Jan. 9		Amr. sk	971	Ker & Co	Manila
Min. of Marine	Jan. 8		Brit. sh	1648	Peele, Hubbell & Co	U. States

CEBU

IN PORT ON 17TH JANUARY, 1886.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON.	CONSIGNEES.	DESTINATION.
Mary L. Stone	Dec. 31		Amr. sh	1120	Macleod & Co	U. States
Topdal	Dec. 16		Nor. bk	599	Macleod & Co	U. States

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS	H.P.	CAPTAIN.	WHERE AT.
Albatross	screw sloop	4	840	Com. Hicks	Port Hamilton
Audacious	double-screw iron frigate	14	4330	Captain E. H. Harris	E. R. Singapore
Champion	corvette	14	2340	Captain Powlett	Nagasaki
Cleopatra	corvette	14	2610	Capt. L. C. Keppel	Chefoo
Cockchafer	gunboat	4	470	Lt.-Com. Boteler	Port Hamilton
Constance	corvette	14	2590	Capt. S. H. P. Dacres	Hongkong
Curacoa	corvette	14	2540	Capt. J. G. J. Hanmer	Yokohama
Daring	composite sloop	4	920	Com. Ed. H. M. Davis	Pakhoi
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Lieut.-Com. Adams	Hongkong
Firebrand	composite gunboat	4	450	Lieut. Com. Dickson	Hongkong
Flying Fish	sloop	4	840	Capt. J. F. L. P. Maclear	Hongkong
Linnet	gunboat	5	1050	Com. W. H. Marrack	Hongkong
Merlin	composite gunboat	4	430	Lt.-Com. R. B. C. Brenton	Singapore
Midge	double-screw gun-vessel	4	470	Com. Hobhan	Hongkong
Pegasus	sloop	6	970	Capt. A. R. Beckford	Port Hamilton
Rambler	composite gun-vessel	3	670	Com. W. Usborne Moore	Hongkong
Sapphire	corvette	12	2360	Capt. R. G. Kinahan	Singapore
Swift	double-screw gun-vessel	5	1010	Commander Bromley	Nagasaki
Tweed	double-screw gunboat	3	340	Commander Loane	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Morant	Hongkong
Vigilant	paddle despatch-vessel	2	1230	Lt.-Com. Farquhar	E. R. Singapore
Wanderer	composite sloop	3	750	Com. O. Churchill	Shanghai
Wivern	turret ironclad	4	1450	Commander Davis	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. C. K. Hope	Port Hamilton

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Abreck	Russian gunboat	7	300	Captain Schans	Vladivostock
Alert	American corvette	4	800	Commander J. C. Barclay	Singapore
Aspic	French gunboat	4	100	Capt. M. de F. Jonquières	Hongkong
Comete	French gunboat	—	—	Captain Noirot	Haiphong
Decres	French cruiser	11	340	Capt. de Montequon	Cruising
Djigit	Russian gunboat	—	—	Captain Muller	Shanghai
Elisabeth	German corvette	21	2100	Comd. Schering	Singapore
Ermak	Russian transport	4	80	Captain Koltchan	Vladivostock
Gornostai	Russian gunboat	6	80	Commander Stark	Vladivostock
Hugon	French corvette	—	—	Comdr. C. Touchard	Tourane
Iltis	German gunboat	4	340	Lieut.-Com. Hofmeir	Hongkong
Krayser	Russian cruiser	8	250	Captain Ostolopoff	Amoy
Laclocheterie	French corvette	16	450	Captain de Barbeyrac	Tourane
Lionne	French gunboat	—	—		Haiphong
Lutin	French gunboat	4	100	Captain Debar	Haiphong
Marion	American corvette	—	—	Com. M. Miller	Shanghai
Monocacy	American gunboat	6	750	Com. F. J. Higginson	Tientsin
Morge	Russian gunboat	7	80	Commander Boyle	Amoy
Nautilus	Austrian gunboat	3	1600	Captain Spetzler	Shanghai
Nerpa	Russian gunboat	7	80	Commander Valrondt	Vladivostock
Omaha	American corvette	12	—	Captain T. O. Selfridge	Nagasaki
Opritchnik	Russian cruiser	8	250	Capt. S. Tvashentzoff	Manila
Ossipee	American corvette	8	800	Capt. J. J. McGlinsey	Nagasaki
Palos	American gunboat	6	500	Lieut.-Com. T. Nelson	Shanghai
Primauguet	French corvette	17	550	Captain M. Buge	Kobe
Rasboynik	Russian cruiser	12	250	Captain Pojarsky	Manila
Rio Lima	Portuguese gunboat	4	100	Capt. Rafael d'Andrade	Macao
Roland	French cruiser	15	550	Captain Mayet	Shanghai
Sagittaire	French gunboat	4	150	Commander Krantz	Woosung
Soobeleff	Russian corvette	9	2000	—	Fusan
Sobol	Russian gunboat	7	80	Commander Boyle	Cruising
Tamega	Portuguese gunboat	—	—	Capt. Avila	Macao
Tongous	Russian gunboat	—	—	Commander Hook	Cruising
Trenton	American frigate	14	3000	Captain Phythian	Nagasaki
Turenne	French frigate	14	4550	Captain Dupuis	Hongkong
Velasco	Spanish corvette	—	—	E. F. Butran	Hongkong
Vipère	French gunboat	4	100	Captain Poireyre	Saigon
V. Monomach	Russian frigate	20	—	Capthin Poliansky	Singapore
Vostock	Russian gunboat	4	—	Commander Molchonsky	Cruising

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	450	265	Lim-kwok-chung	Hongkong
Chee-hing	Revenue cruiser	2	80	20	Chinese	—
Chiên-jui	Revenue cruiser	2	80	17	do.	—
Chiên-to	Viceroy's gunboat	7	450	265	J. Stewart	Hongkong
Chop-chung	Viceroy's gunboat	5	500	300	Chinese	Canton
Chop-sai	Viceroy's gunboat	3	320	200	do.	Canton
Hai-chong-ching	Viceroy's gunboat	4	320	200	do.	—
Hai-king-ching	Viceroy's gunboat	3	450	310	do.	Hongkong
Hoi-tung-hung	Viceroy's gunboat	3	350	200	do.	Canton
Lien-chi	Viceroy's gunboat	3	20	180	do.	—
Pong-chao-hai	Revenue cruiser	4	800	500	do.	Hongkong
Quang-on	Viceroy's gunboat	3	150	100	do.	Canton
San-hing	Viceroy's gunboat	3	150	100	do.	—
Sui-tsing	Viceroy's gunboat	4	350	180	J. Calder	—
Tching-on	Viceroy's gunboat	3	150	100	Chinese	—
Tching-po	Viceroy's gunboat	3	150	100	do.	—
Tchun-tung	Viceroy's gunboat	3	170	170	do.	—

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